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The Hongkong Telegraph.

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CANTON REDS.

RUSSIANS GET FIRMER CONTROL.

GEN HSU DETAINED?

News received to-day from a Canton correspondent indicates that the Russians are taking every possible precaution to strengthen their position. This is particularly apparent in regard to the treatment of General Li Fook-lum's forces. Since General Li's capitulation to the Reds, General Chang Kai-shek has sent sixteen Russian officers to Honan Island to reorganise the forces there, and these are now engaged on this work.

It is estimated that there are about 1,500 Russians now stationed in Canton, Whampoa and other near-by districts. The Bocca Tigris and other forts have been placed entirely under Russian control. In short, all power (political, military, naval, aerial and financial) are under absolute control of the Russians. Wang Ching-wai and Chang Kai-shek being mere figureheads.

KEEPING INDOPERS.

Since the assassination of Liao Chung-kai, both General Chang Kai-shek and Wang Ching-wai refrain from going to meetings. They have their residences as offices and their Chinese bodyguards have been replaced by Russians.

All available boats and launches at Tai Sha Tau have been commandeered for the purpose of transporting 4,000 troops to Kowloon under the command of Colonel Fedorovsky. Wu Hon-min, the former Secretary for Foreign Affairs, is still under detention. He was taken sick a few days ago and a German doctor was called in, but his condition is not serious.

The cruiser Chung Shan, formerly the Wing Fung, left Canton a few days ago for an unknown destination. It is widely reported that she has gone to Hainan to join General Tang Foon-yan. Since her departure, no news concerning her has come to hand, and the vernacular papers are prohibited from mentioning her movements.

News has been received to the effect that an attempt has been made to assassinate General Chan Yan-ki, a subordinate of General Liang Hup-kai. The attempt was made by one of his bodyguards. General Chak is the magistrate of the Toishan district.

A report is current in Canton that General Hsu Sung-chi is now being detained by the Reds.

PERMITS TO LEAVE.

With regard to the reports that strikers may now obtain permission to leave Canton for Hongkong it is stated that only those in possession of a special permit from the Strike Committee are allowed to board sampans for this purpose; otherwise, they are driven back by labour pickets. Good cause must be shown before permits are granted, and the persons applying for same must be guaranteed by responsible individuals or firms.

The Canton Christian College is to reopen on the 7th instant. It was at first reported that the Canton Government would take over the College, and run it as a Government institution, but after a protest by the American Consul this plan was abandoned.

A Royal Warrant is published in the Government Gazette by which it is ordained that the Colonial Auxiliary Forces Officers' Decoration shall not confer any individual precedence but shall entitle the recipient to the addition after his name of the letters, V. D.

PATENTS LAW.

REGISTRATION IN HONGKONG.

PRACTICAL AND AUTOMATIC.

The Gazette contains the draft of an Ordinance to provide for the registration in Hongkong of letters patent granted in the United Kingdom.

It is explained that this Bill is introduced in order to carry out the recommendations of the British Empire Patent Conference, 1922, and of the Imperial Economic Conference, 1923. The bill has been adapted, with slight alterations, from a draft model Ordinance prepared by the Board of Trade. The Secretary of State lays great stress on the necessity for the simplest possible procedure and on the desirability of the greatest possible uniformity in the legislation required to give effect to the scheme. The general intention of the scheme is to provide for a practically automatic registration in the various Crown Colonies and Protectorates, upon application, of patents granted in the United Kingdom. Broadly speaking, this is the intention of our present Patents Ordinance, but the procedure under the bill is somewhat simpler. It will also be cheaper. Section 11 of the present Ordinance, 1892, provides for a certain provisional protection in the Colony pending the grant of Letters Patent in the United Kingdom. This provision will disappear from our statute book, but it appears to have been of very little practical use.

The Secretary of State has emphasised the necessity for keeping the fee for registration to approximately \$1. Rule 4 of the draft of the rules to be made by the Registrar under the Ordinance contains the table of fees. The fee on registration of a patent will be \$5, and as \$3 stamp duty will be payable on the statutory declaration which must accompany the application for registration, the cost of obtaining registration of a patent will be \$8. In addition the applicant will have to bear the cost of advertising in the Gazette the issue of the certificate of registration. The expense of this will depend on the length of the advertisement, the average cost being probably about \$7 to \$12. The cost of getting any assignment or transmission of interest entered on the register will be \$5 + \$3 = \$8. In this case no advertisement will be required, but of course in the case of an assignment stamp duty, i.e., \$10, will have to be paid on the assignment. Searches and certified copies will cost the same as under the existing law.

Clause 14 of the Bill postpones the commencement of the Ordinance until the 1st January, 1926.

"HONAM" RETURNS.

NO UNTOWARD INCIDENT.

The s.s. Honam returned from Canton yesterday afternoon, having made the trip up and back without untoward incident of any kind. On reaching Canton, she anchored off Shameen, and although passengers were permitted to come and go, no fighters came alongside, with the result that her cargo could not be discharged.

On the return trip, the passengers included about thirty Chinese, 15 Russians and 15 Japanese. The vessel also brought down some mail matter and a few bales of silk shipped by a Japanese firm.

The Honam again left for Canton this morning. We are informed by the police that amongst the passengers who came down by the Honam were five returning strikers, and investigation of their cases showed that they were formerly employed at the Kowloon Docks. They had managed to evade the strike pickets and get on board the Honam before she left on her return trip.

SHENANDOAH.

THEORIES OF DISASTER CAUSES.

OFFICIAL FINDING.

New York, Sept. 4.

While denying that she criticised Mr. Wilbur, the Secretary of the Navy, in connexion with the Shenandoah disaster, the widow of Commander Landsowne, who perished, asserts that her husband was opposed to the flight which ended in the disaster, and advised the Navy Department accordingly. — *Reuter's American Service.*

SURMISES AS TO CAUSE.

Lakehurst, Sept. 4.

The survivors of the Shenandoah disaster opine that the breaking of a gas bag over one of the power cars during the storm was a possible cause of the disaster. Another surmise is that the newly installed water recovery system, for which two wings were cut near the centre of the dirigible, may have weakened the structure, although these were afterwards riveted. Survivors relate that the whole of the gas bags spun and rocked in the gale. They worked their way nearly a hundred feet, to near the bottom of the wreckage, sometimes tearing the envelope of the gasbags to get a handhold, and hung there until they saw an opportunity to drop 10 or 15 feet to safety. — *Reuter.*

ANOTHER THEORY.

Toms Rivers (N. Y.), Sept. 4.

Anton Heinen, a former German dirigible pilot, and one of the American advisers for the building of the Shenandoah, declares that the disaster was due to the removal of eight of the eighteen safety valves on the gas bags, with the result that the craft rose too fast in the storm, for the remaining valves to release sufficient gas. As a consequence, the rapid expansion of the gas bags broke the shell of the ship in the middle. — *Reuter's American Service.*

OFFICIAL FINDING.

Caldwell, Sept. 6th.

The official investigators have reached the conclusion that air rushing into the holes torn in the Shenandoah, in consequence of the wireless and control cabins being twisted off, caused the buckling of the airship. — *Reuter.*

OBITUARY.

MR. REGINALD VANDERBILT.

Portsmouth, Rhode Island, Sept. 3. The death has occurred of Mr. Reginald C. Vanderbilt. — *Reuter's American Service.*

Mr. Reginald Vanderbilt, who was born in 1880, was a son of the late Cornelius Vanderbilt and a younger member of the family of financiers of whom Cornelius III is the present head. Reginald Vanderbilt had interests in several railway and transportation companies, and found time to take an active part in port and was a keen supporter of horse and kennel shows.

SILVER MARKET.

AMERICA NOW BUYING.

New York, Sept. 4th.

The Treasury entered the silver market to-day for the first time in several months, purchasing a quarter of million ounces at 72.625 cents per ounce, and 100,000 ounces at 70.75. It is understood that the silver is required for subsidiary coinage. — *Reuter's American Service.*

SHIPPING STRIKE.

DISPLAY OF FIRMNESS IN AUSTRALIA.

WRIT FOR SLANDER.

Sydney, Sept. 4.

The strike leaders Messrs. Walsh and Johansson have each issued a writ against Mr. Bayin, the ex-Attorney General, claiming \$5,000 damages for alleged slander.

The Arbitrator has failed in a last minute attempt to settle the seamen's strike. This morning the strikers' Secretary, Mr. Lyddell, declared that the men were prepared for the prosecutions threatened by the shipowners. Moreover, the strikers demanded Australian rates of pay and other fresh concessions. He added that over 200 strikers had found work in Sydney and were not likely to return to their ships even if a settlement were reached. A private meeting of strikers at the Communist Hall decided not to resume until their demands are granted. — *Reuter.*

Differences in South Africa.

Capetown, Sept. 4.

The latest development in connection with the projected conference on the shipping dispute is the announcement that the men will not attend unless the Durban strikers are directly represented or fully consulted. The strikers decline the assistance of local Unions or mediators, who are astonished at this attitude. Meanwhile, the congestion of shipping at Capetown and Durban is becoming awkward. Fourteen vessels are expected to arrive at Capetown on Monday. — *Reuter.*

Other Unions to Meet.

Melbourne, Sept. 4.

Representatives of key industry Unions will meet next week in connection with the British seamen's strike. — *Reuter.*

THE IRAQ BOUNDARY.

COL. AMERY REPLIES TO TURKEY.

Geneva, Sept. 4.

A masterly retort to the Turkish case was delivered by Col. Amery. He spoke for an hour resenting the Turkish conclusions, which, he pointed out, were not the conclusions of the League commissioners. While the Turkish arguments regarding the wishes of the population in the disputed territory are based on the reports of Djavad Fashla, the Turkish Assessor on the Commission, Col. Amery emphasised that Britain was most desirous of a satisfactory settlement of the frontier question in the interests of the population as well as those building up the young Iraq state. He repeated the assurance that Britain would respect the Council's decision, but he remarked that he had not heard hitherto a similar assurance on the part of Turkey. — *Reuter.*

Geneva, Sept. 3.

At this afternoon's sitting of the League of Nations' Council, Tewfik Rashedi further stated the Turkish case, chiefly explaining the Enquiry Commission's conclusions. After this the Council sat in private, at which the Turkish representatives were also present.

M. Briand, in declaring the discussion closed, warmly tributed the work of the Enquiry Commission. The Council later appointed a sub-committee, consisting of the representatives of Spain, Sweden and Uruguay, to report on the Mosul question to the Council and recommend a decision. — *Reuter.*

AUSTRALIAN RAILWAYS RESUME.

Brisbane, Sept. 4.

The striking railwaymen will resume work at midnight. — *Reuter.*

BOY SNATCHERS.

ATTEMPT ON EUROPEAN LADY.

SEVERAL ARRESTS.

A case of attempted snatching from an European lady on Thursday afternoon had its sequel in the Police Court this morning, when Mrs. J. Walsh charged a 13-year-old boy, before Mr. R. A. D. Forrest, with attempting to snatch her purse.

Mrs. Walsh, in evidence, said that just after 2 p.m. on Thursday, whilst she was walking in Kennedy Road, on the way down to Battery Path, she saw a group of two men and a small boy talking. As she approached, them, the small boy darted in front of her and made a grab at her purse, but as she held it tightly, the boy did not manage to get it. The boy then turned round and ran in the direction of Garden Road, in cutting across which he was seen by a sapper of the Royal Engineers, who heard Mrs. Walsh's cries and chased him. A few minutes later, Mrs. Walsh saw the boy in the custody of an Indian sergeant.

Questioned by the magistrate, witness said she did not have any suspicion of the boy's intention; she gripped her purse tightly because a week previously she had lost another purse.

A sapper of the Royal Engineers gave corroborative evidence, saying he arrested the boy and handed him over to the sergeant. The defendant brought forward another small boy as a witness, but the latter only made matters worse by saying that the defendant, for some unknown reason, rushed into the front of the complainant when he saw her coming.

The prosecuting police officer said the defendant had a previous conviction, being recently given twelve strokes for larceny. He wished to add, however, that the defendant had given the police valuable information which had resulted in the arrest and detention of five other boys, who were alleged to belong to one gang, whose activities were mostly concerned with larcenies, and it was also suspected that they were concerned in one or two recent snatching cases.

The magistrate ordered the boy to be given ten strokes with a light cane, outside the precincts of the gaol.

MOTOR MISHAPS.

THREE CASES YESTERDAY.

Three motor accidents came to the notice of the police yesterday. In the first case, a driver of the Cheung Mei Garage states that whilst attempting to pass a motor lorry, on the Tai Po Road, his car came into collision with another lorry, whose approach from the opposite direction he had not noticed. There was considerable damage done to the fronts of both vehicles, but no one was injured.

An Indian soldier was knocked down by a taxi-cab in the second case, which occurred at Queen's Road, near the Murray Barracks, yesterday. The Indian sustained slight injuries to both knees. He refused the invitation extended by the driver to proceed in the same taxi to the Government Civil Hospital.

In the third case, it is reported that a motor lorry, belonging to the Nanyang Tobacco Company, was slightly damaged in an accident which resulted when a tram ran into the rear of the vehicle whilst it was proceeding along the Praya East, near Percival Street, yesterday. The front of the tramcar was also damaged by the collision.

Jerusalem, Sept. 4. It is persistently reported from Druse quarters that Sa'elha has fallen after a bombardment on September 2nd, in which the wall of the citadel was destroyed, and there was severe hand-to-hand fighting. It is added that a hundred and fifty French troops were taken prisoner, and quantities of ammunition and supplies, three armoured cars, a battery of guns and numerous machine guns captured. — *Reuter.*

Bulls and Inners

From the Office Butts

The O. B. I. is this week awarded the *absinthe-minded* gentleman who, by falling asleep in what he thought was the last Peak tram, discovered how to get a night's accommodation in Hongkong for nothing.

It only remains now for the P. T. C. to take the hint and provide sleeping and breakfast facilities.

In the words of the baseball fan, a third strike will put us out.

Advocates of peace-at-any-price still believe that faith will move a mountain, but they are becoming to be uneasy about its effect on a deficit.

It is hard that the Branes tribesmen, and the Jebels and Druses, should have come into prominence just when cross-word puzzles are passing away.

Now that ladies have invaded our barber shops, the cry is — "Necks please!"

According to the acting Director of Education, Hongkong intends to go one better than Scotland. But we always thought Hongkong was a part of it.

The difference between a schoolboy and a student at Queen's College depends on the size of his family.

In Canton they're apparently willing to try anything except the Reds.

Those labour leaders remind us of the ostrich; they see very little, but, on the other hand, swallow everything.

Despite the strike, our journalists must be getting back to normal, for we notice that the *Daily Press* refers to a sleepy Chinese constable as "Slave of Morpheus."

It looks as if His Excellency, when he gets to Jamaica, will have peaceful times with its Board of Education, which, we notice, includes no fewer than nine clergymen.

Many men get the reputation of being strong, silent Empire-builders simply because they have nothing to say.

As an effective motor car silencer, Tytam Tuk takes a lot of beating.

It is not true, however, that the car which sank in Hongkong's famous reservoir mistook that initials of The Associated Simul-place for its home in Happy Valley.

Beer tablets are the latest in thirst-quenchers in Europe. We hope that Uncle Sam will beat this with chewing gum with a whiskey flavour that lasts.

The attitude of some of our headmasters towards the Board of Education seems to suggest that they haven't enough pupils at present.

No wonder the French and Spaniards are finding things difficult in Morocco. They are up against Branes.

A London motorist recently ran into a new building which was going up. But he swore it was going the wrong way.

It does not require the weather report to assure us that a depression exists over South China.

The *Telegraph* refers to "Foot-loose" as a fine example of "fox-trot." Lucky they didn't say "foot-rot."

A British inventor has produced a machine which he says will send anybody to sleep. Perhaps we shall now be able to win a boxing championship.

American newspapers are boosting the fact that President Coolidge shook hands with 46,100 people last year. All the same, we calculate that he lost the championship title to the Prince of Wales by at least three shakes.

Many Hongkong couples are fast dancers, often finishing neck and neck.

Hongkong may need a refuse-destructor, but not so much as Canton does.

According to our Angling Club, Kowloon is a good place for small bass. Just the food to make baby stout.

Among the things we don't understand is how a mosquito can get along without any sleep.

About the only nation that is doing anything these days in the matter of China, is procrastination.

In view of the heavy responsibility placed on headmasters in connection with the return of student strikers, what about arranging a course of study in jurisprudence for the former?

Home Note—Tientsin Pears and Canton Reds should be allowed to stew in their own juice.

Constant Reader—No; "Foot-loose" is not a complaint of the pedal extremities, although they do say it's calculated to tickle your toes.

Some women keep their youth by consistently refusing to introduce him to anyone.

To judge from their manner, these Whampoa cadets are shock troops.

Soviet lies have made Russia's word as good as her bond.

Skeeters are like children. When they stop making a noise you know they are getting into something.

Seeing a man smoking yesterday reminds us that it's a long time since we had news of a Turkish atrocity.

We cannot recognise the Bolshevik so long as he refuses to shave.

It is suggested that an appropriate song for the Premier these days would be "Somewhere a Voice is Calling."

The Soviet news agency is now known as "Tass." Probably the famous reservoir mistook that initials of The Associated Simul-place for its home in Happy Valley.

It is generally agreed that who ever founded Canton didn't locate it near enough Shanghai.

News item! "Rockefeller has \$7 for every person in America." Next time we're there we'll call on him and get it.

We attach as much importance to a Canton Government denial as we do to our office-boy's story of his absence during the strike.

It looks as if airships are a commercial failure. The trouble is the turpover.

In Kowloon you don't need to be a spiritualist to hear unearthly singing at night.

MacWhirtor is a firm advocate of mobilisation; he has just received his July pay.

Let's hope in the case of Shanghai that many a true word is spoken in jest.

At times it's hard to tell which will get here first, prosperity or posterity.

A reader suggests that Canton send anybody to sleep, its labour leaders. But surely Canton doesn't need so much money as all that?

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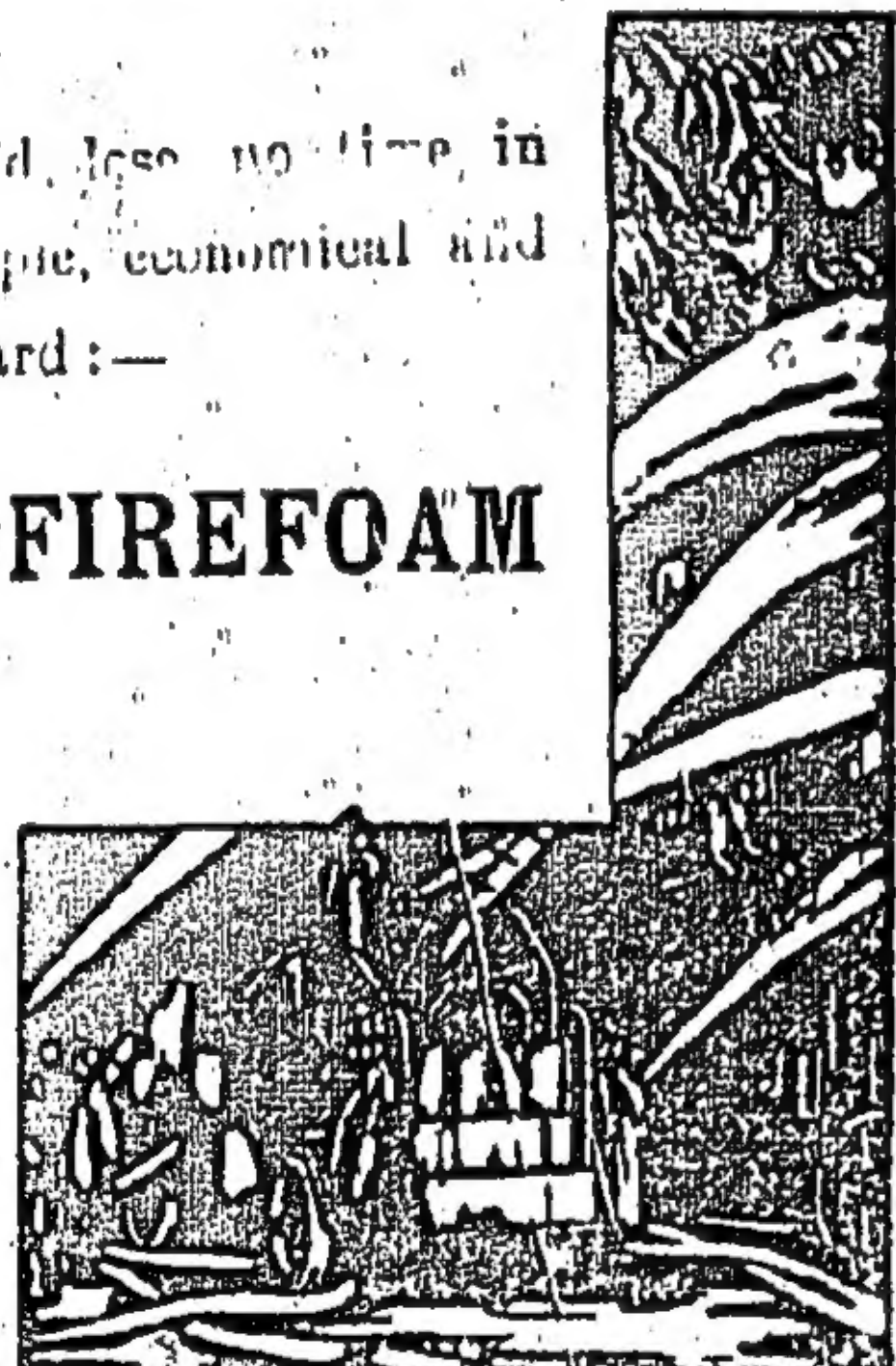
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PO HING FONG DISASTER

THE JURY'S FINDINGS.

The enquiry into the Po Hing Fong disaster was concluded yesterday afternoon, when the jury returned their verdict. The Coroner (Mr. S. B. B. McElderry) exhaustively reviewed the various matters raised during the enquiry, his summing-up going into the many points at great length.

The jury, composed of Capt. T. Arthur (foreman), Mr. H. Kam-tong and Mr. J. Oram Sheppard, retired to consider their verdict, and after an absence of half an hour, returned into Court with the following finding, which was read by the foreman:

We find that the deceased Mr. Chiu Ping-wong met his death according to the medical evidence from misadventure and injuries received, which were caused by the fall of the houses of the Po Hing Fong Street due to the collapse of the No. 1 retaining wall, south of In Mi Lane.

This jury are agreed in the main with the views as expressed by the Coroner in his summing up of the case, but from the evidence submitted and the experts' report we are of the opinion that the No. 1 retaining wall as originally designed did not provide for a sufficient margin of safety, also that the foundations were insufficiently drained. Further, we are of the opinion that when the inspection of the walls was made in 1923 and prior to the commencement of building operations of the new No. 8 Police Station an error of judgment was made in deciding not to rebuild or strengthen the No. 1 retaining wall.

Experts and witnesses' evidence, as well as personal examination, show in our judgment that the leakage of water from the open lot where the building operations of the new No. 8 Police Station were in progress, could at the most have been only contributory causes of the collapse, but it has been conclusively shown that the whole area in the immediate vicinity of the No. 1 retaining wall has, for a number of years, been waterlogged and there has been a constant oozing of water from the bottom of the No. 1 retaining wall and into Blake Gardens, thereby demonstrating insufficient drainage of this area.

Riders.

We also wish to add the following riders viz:—

(1) Examination has shown that retaining walls in this vicinity appear to be built similarly to the No. 1 retaining wall; that the foundations are on granite in a forward state of decomposition and that there is a constant seepage of water from the bases thereof; and it is therefore recommended that such walls be thoroughly examined by experts and immediate steps taken to strengthen and/or rebuild same.

(2) This jury urgently recommends that the Government appoint a Commission of Experts to investigate the questions of responsibility and supervision by the Public Works Department of all road making, buildings—new and old—building sites, retaining walls, hillslides and particularly the drainage of the Colony.

It is further recommended that the members of such Commission shall not include any Government official and that such Commission shall be given the fullest powers to examine the conditions of all "danger spots" in the Colony; to call experts and officials and collect information from responsible persons; to examine the present Building Ordinances with a view to their amendment, and to finally recommend ways and means through which an end will be put to such deplorable accidents as have happened recently in this Colony with loss of life and enormous waste of both public and private money.

In conclusion, this jury desires to express their commendations to the police, Fire Brigade, members of the Tung Wah Hospital, the St. John's Ambulance Corps and all volunteers who participated in the rescue work; also they desire to associate themselves with the Coroner's expressions of sympathy with the bereaved families.

The Coroner's Thanks.
The Coroner thanked the jury personally and on behalf of the Government and the community, for the thought, time and energy which they had very ungrudgingly given to that enquiry. Their labours had not been confined to the hours spent in that Court,

MR. J. W. PATON RETIRES.

NOTED HONGKONG SHIP-BUILDER GOES HOME.

Twelve Years in Hongkong.

In Mr. J. W. Paton of the Talkoo Dockyard, who left the Colony yesterday by the Empress of Canada, Hongkong loses one of its history makers, who has contributed not a little to the reputation of the Colony as a centre of Far Eastern ship-building.

Mr. Paton came to the Colony some twelve years ago to the Talkoo Dockyard and Engineering Co. as assistant manager and is leaving now on retirement. Since his arrival in the Colony the Talkoo Dockyard has turned out something like one hundred ships, large and small, including the Blue Funnel s.s. Rhexenor, the largest ship yet built in the Colony of Hongkong.

Mr. Paton was born at Ayr in 1881 and after being educated at Ayr Academy, Routenburn, Largs, and Loretto, Musselburgh, he served his apprenticeship at Airla Shipyard, Troon and thereafter in various capacities, finally being Assistant Shipyard Manager at the Ayr establishment. Subsequently he joined Messrs. Scotts and prior to coming to Hongkong was with the well-known ship-builders Messrs. Wm. Denny, Dumbarton.

His forebears have also a niche in the Temple of Fame; his grandfather being John Neilson, the builder of the first iron vessel launched on the Clyde in 1831. The vessel was the "Fairy Queen" a small craft of 97 feet.

Vast crowds assembled to witness the launching operation as it was generally expected that an iron boat would never float.

Another famous predecessor was Mr. James Beaumont Neilson a grand uncle who invented the hot blast, an innovation that completely revolutionized the Iron and Steel industries, at the Clyde Ironworks in the year 1829.

In his retirement, Mr. Paton carries the good wishes of the entire community for a healthful and long continued enjoyment of the rest he so richly deserves.

OBITUARY.

MR. PUN WAI-CHAU.

We regret to announce the death at the age of 46 which occurred this afternoon at 3.30 p.m. of Mr. Pun Wai-chau, the editor of *The Industrial and Commercial Daily Press*.

The deceased had only been ill for four days, suffering from acute pneumonia to which he succumbed. The late Mr. Pun had been connected with the vernacular press for 16 years or more and acted as editor of both the *Wah Tse Yat Po* and the *Tsun Wen Yat po*, and his death will be received with surprise and regret by his many friends and conferees in this Colony as well as Canton and the interior. He was regarded as an able writer and his articles will be remembered as fair and just, and when the occasion demanded, bold and outspoken. He leaves behind him a widow and two children, a son and a daughter. Much sympathy will be felt for the family in the heavy bereavement they have been called upon to bear.

The funeral will take place on Sunday, the 6th inst., at 1 p.m. from No. 6d, B. Wellington Street.

they had spent a great deal of time on the spot. The Coroner expressed thanks to Mr. Ho Kam-tong for the assistance he had given in collecting witnesses, and said he should have much pleasure in submitting a recommendation to the Chief Justice that they be released from further service for some considerable time. His only reluctance in making that recommendation was that he should deprive the Colony of the services of three public-spirited gentlemen. The Coroner also thanked Mr. Jenkin for elucidating several important matters, and again expressed sympathy with the bereaved.

At the outset of the enquiry Mr. F. C. Jenkin (instructed by Mr. G. N. Tinson, of Messrs. Johnston, Stokes and Master), who appeared for the relatives, asked to be allowed to address the jury on the facts, but this the Coroner declined, pointing out that it was not the custom except in cases where the person represented was likely to be charged with manslaughter.



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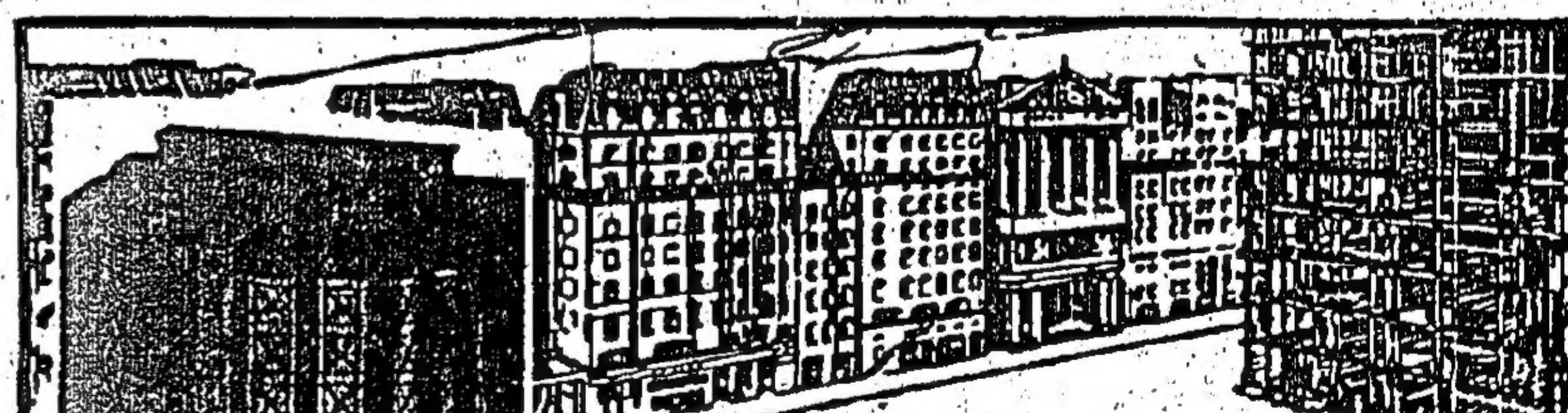
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HOME LEAVE

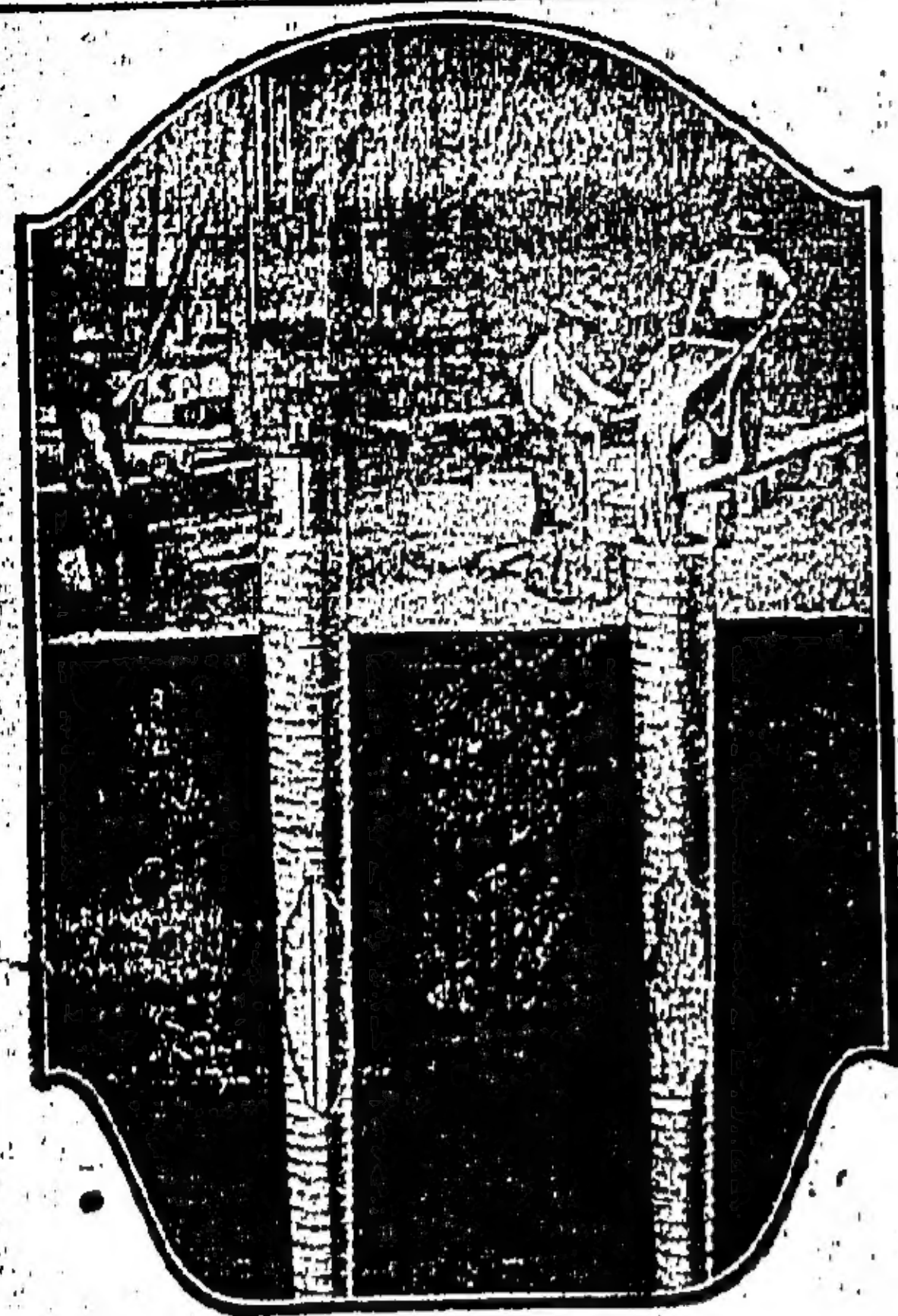
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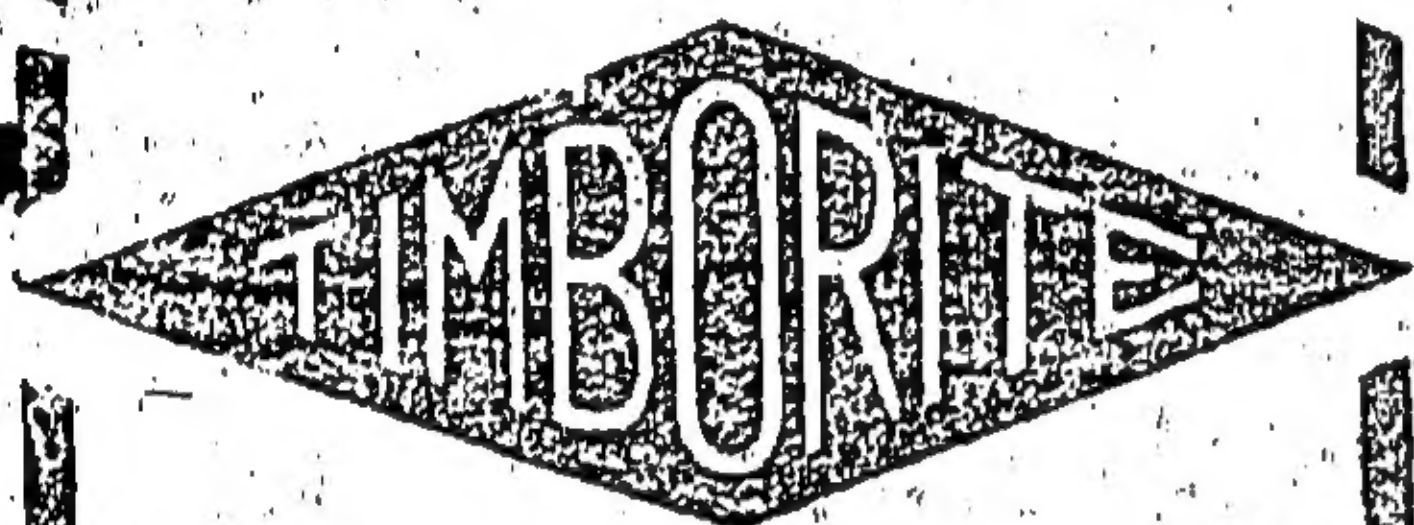
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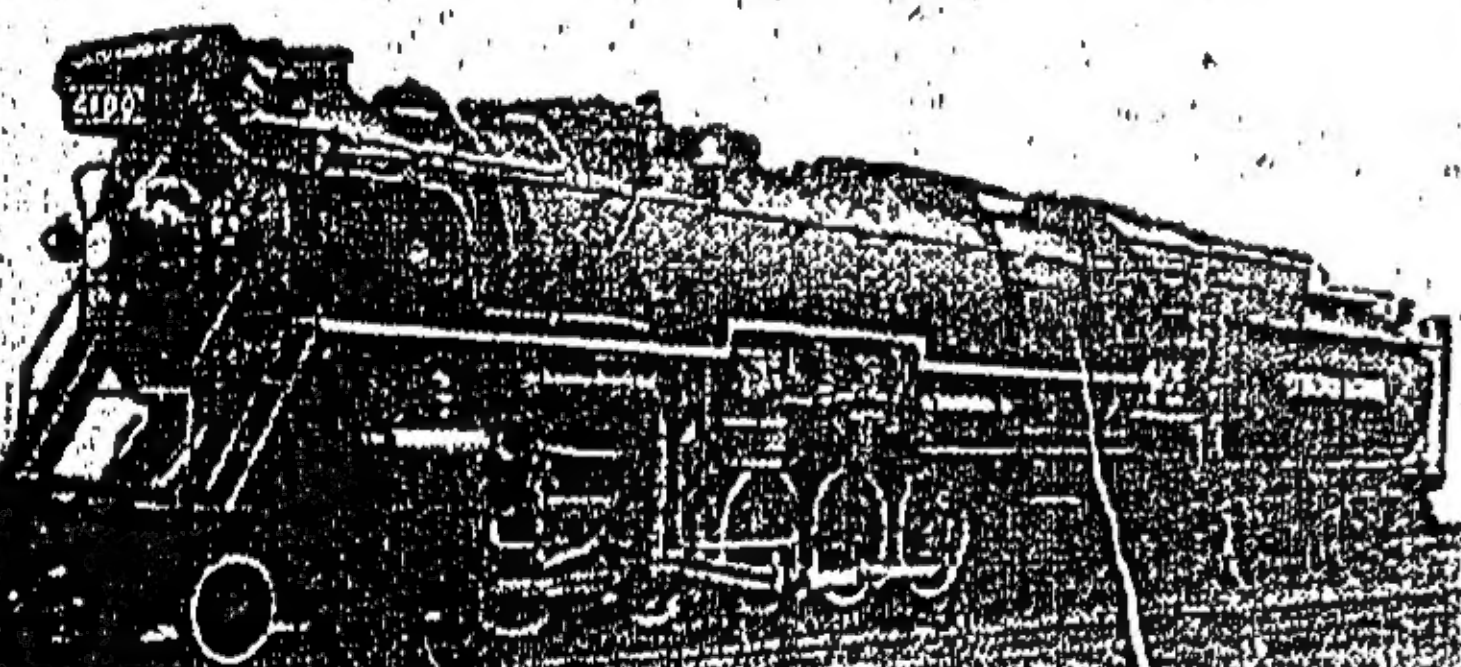
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Authorized Capital \$50,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Fund \$4,000,000
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Local Currency and Sterling on
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Hongkong, 21st. Feb., 1924.

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The Business of the above Bank is
conducted by the HONGKONG AND
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INTEREST on Deposits is calculated
on the lowest balance during each com-
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annum. Should there be no balance on
any day in a month no interest will be
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Depositors may transfer at their option
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For the Hongkong and Shanghai Bank-
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A. H. BARLOW,
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Hongkong, 7th. January 1925.

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Paid Up Capital.....\$1,081,875
Silver Reserve Fund.....\$ 700,000

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business transacted.

Interest allowed on

CURRENT ACCOUNTS
2 1/2 per annum on daily credit balances
of over \$100.00

SAVINGS
4 per annum

DEPOSITS
for 12 months 5 per annum
" 6 " 4 " "
" 3 " 3 " "
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and San Francisco.

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Bank Ltd.

LOOK POONG SHAN,
Chief Manager.

Hongkong, 7th. January 1925.

THE BANK OF CHINA.

(Specially authorized by Presidential
Mandate of the Republic of China on the
22nd of November, 1917.)

Authorized Capital.....\$60,000,000.00
Paid up Capital.....\$18,278,500.00
Reserve Fund.....\$ 9,629,475.24

HEAD OFFICE: PEKING.

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Branches and Sub-branches all over
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Authorized Capital.....\$5,000,000
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Modern banking in all its branches
Current accounts, savings accounts
and fixed deposits solicited. Loans
granted on approved security.

Overseas banking a specialty.

INTEREST.—Current accounts 2 per
cent savings 4 per cent; Fixed Deposits,
3 months 4 per cent, 6 months 4 1/2 per
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Safe Deposits, Boxes for Rent.

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Manager.

Hongkong, 21st. Feb., 1924.

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

Hongkong, 21st. Feb., 1924.

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Established 1863.

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And in all the principal towns of the world.

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P. MARKS,
Manager.

Hongkong, 21st. Feb., 1924.

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Telephones in every room.

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Chief Manager.

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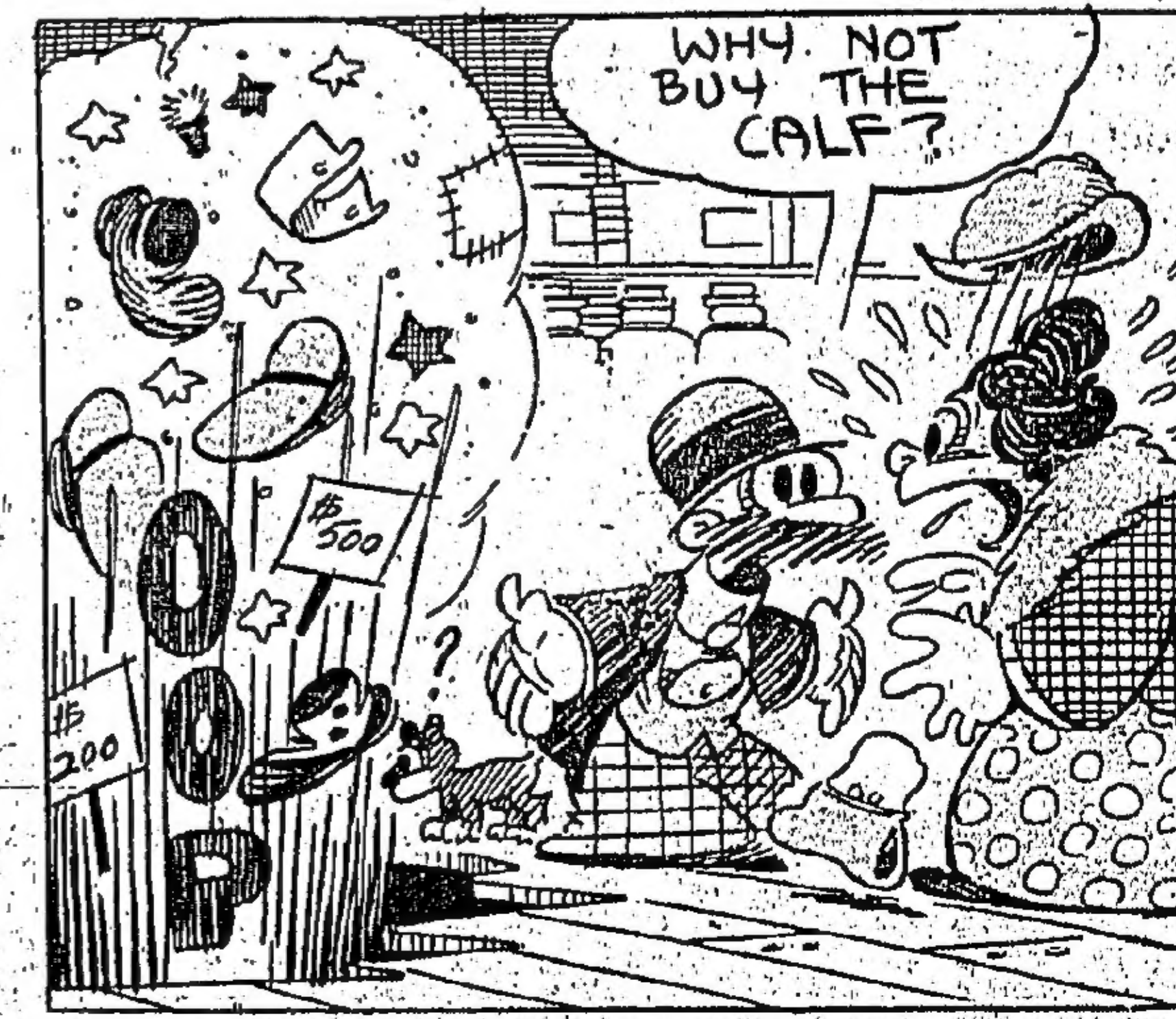
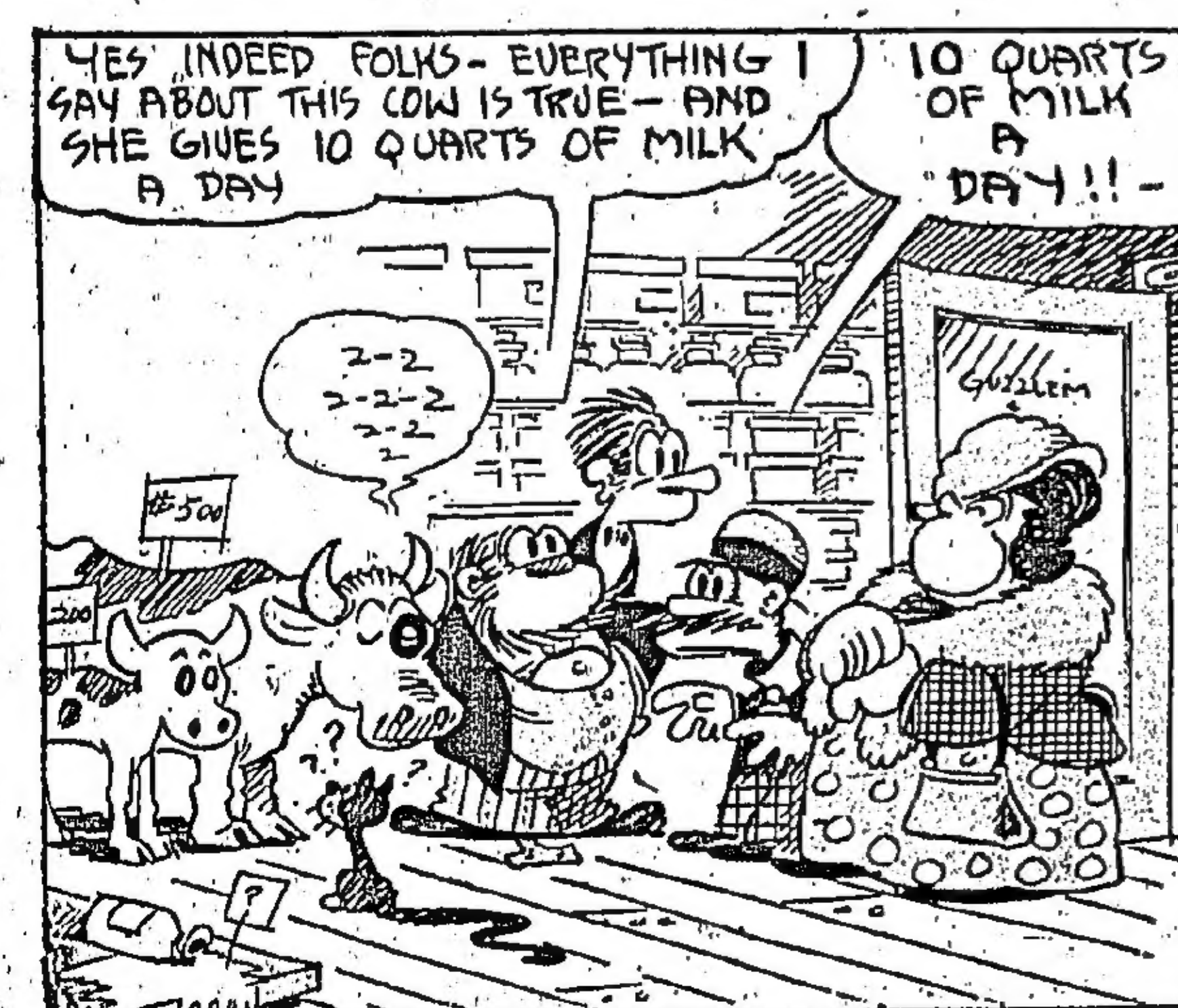
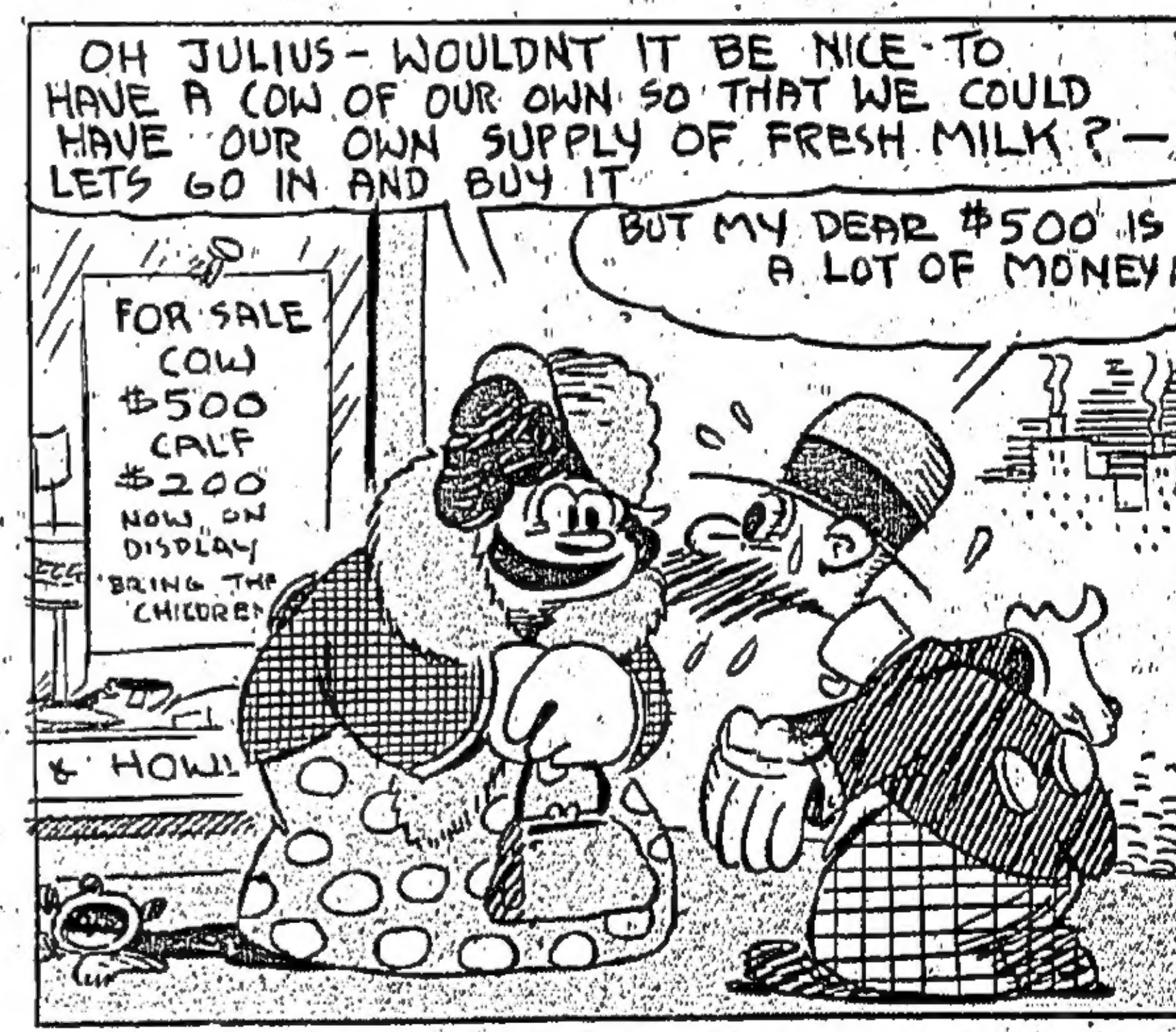
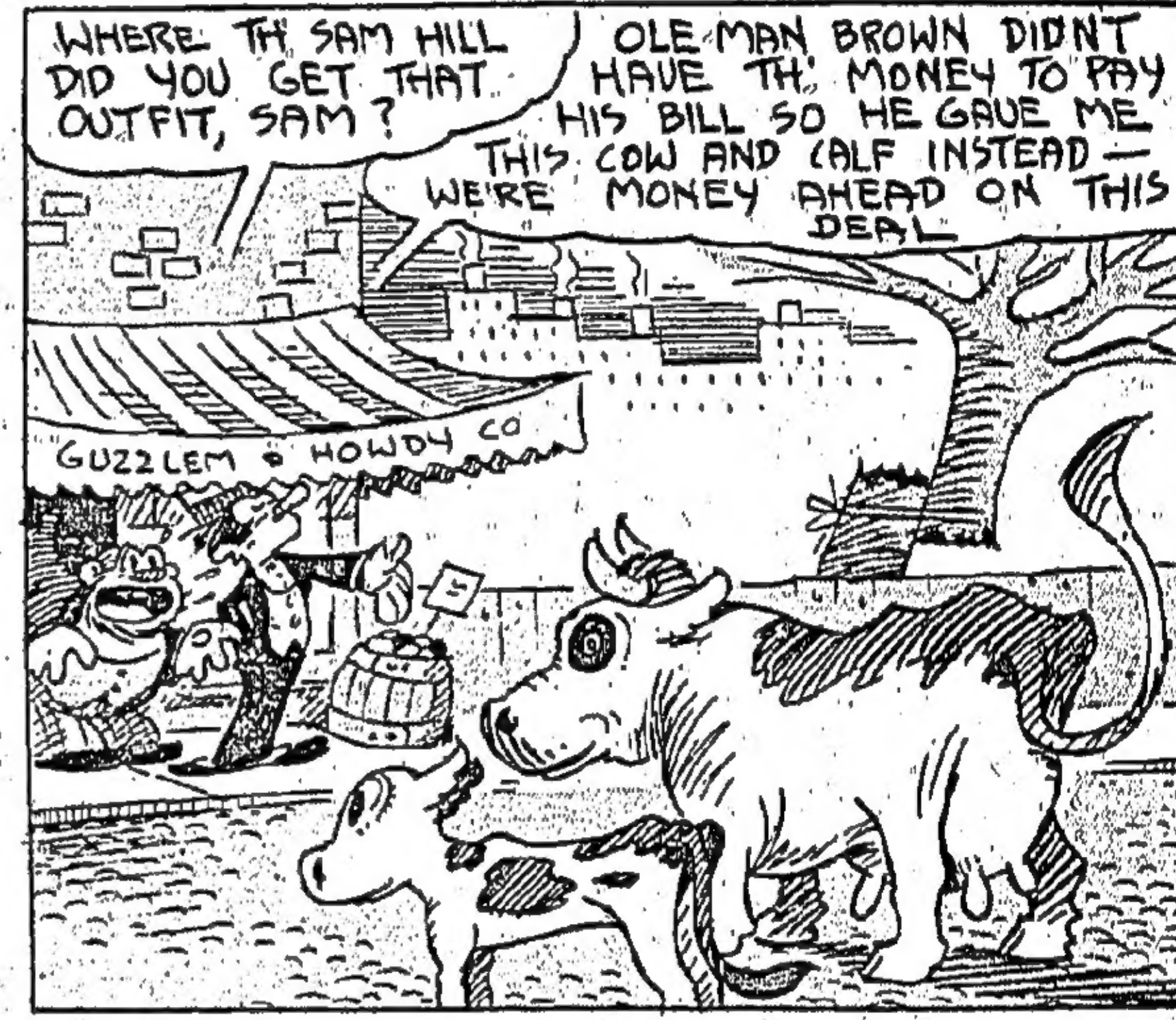
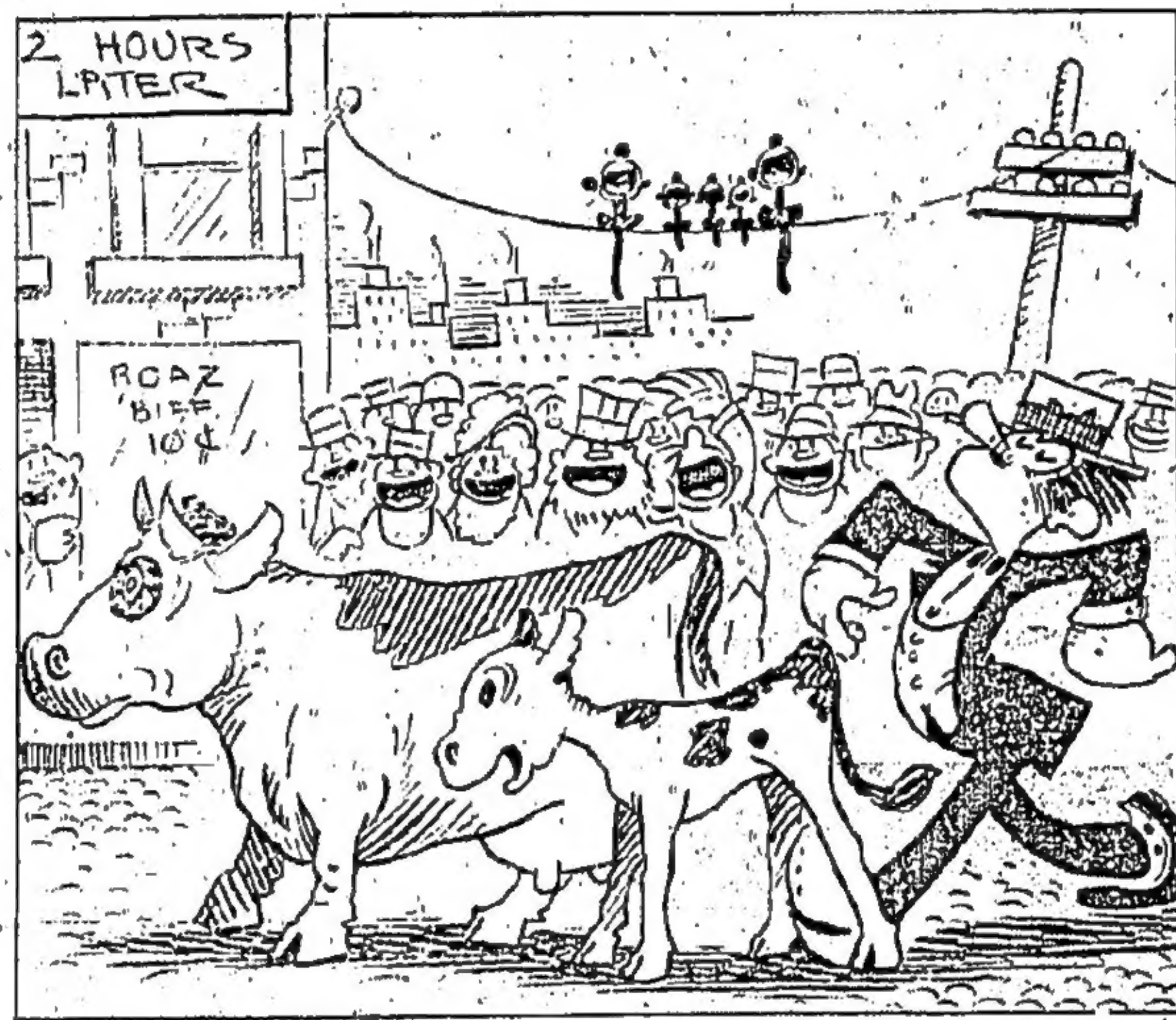
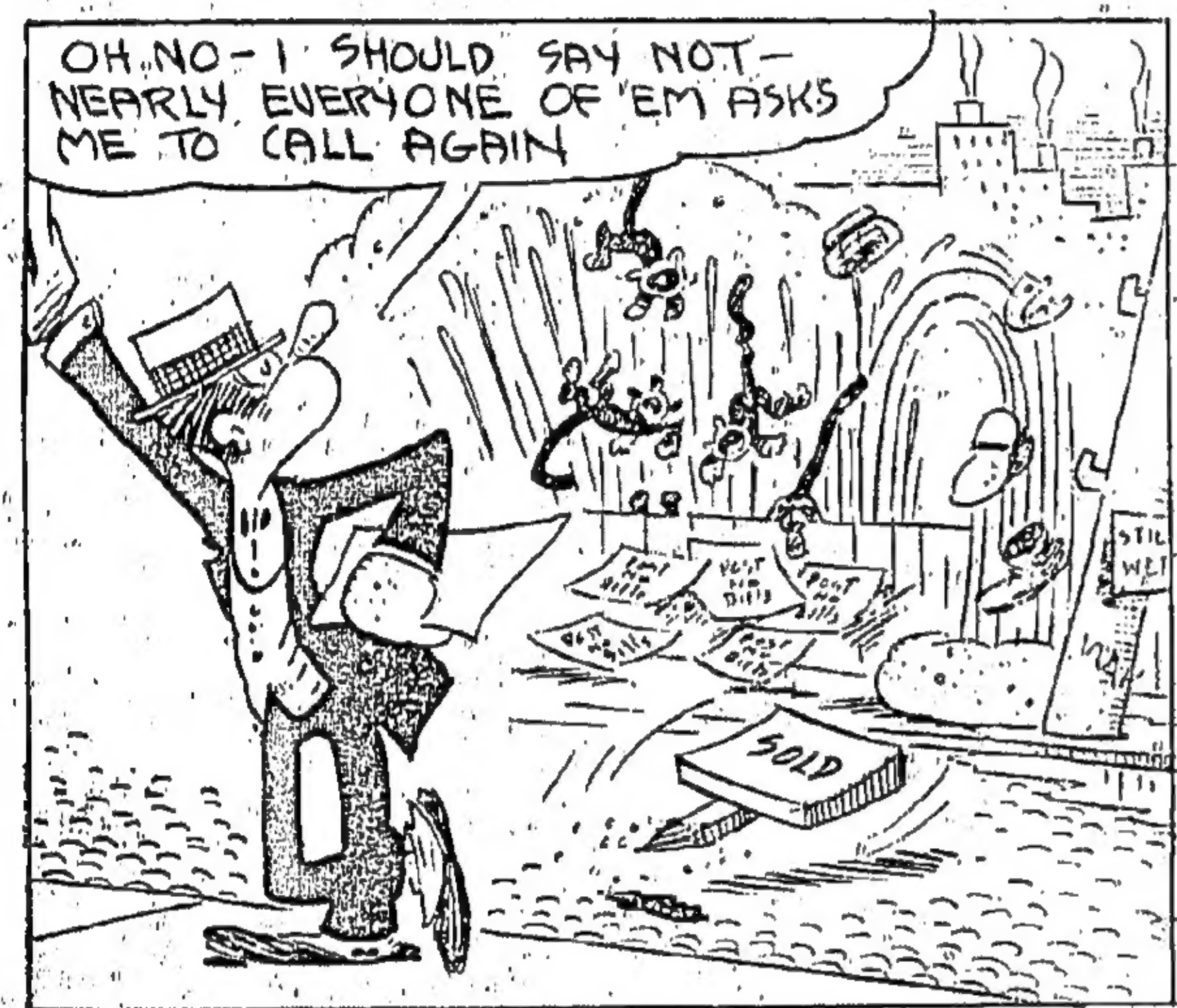
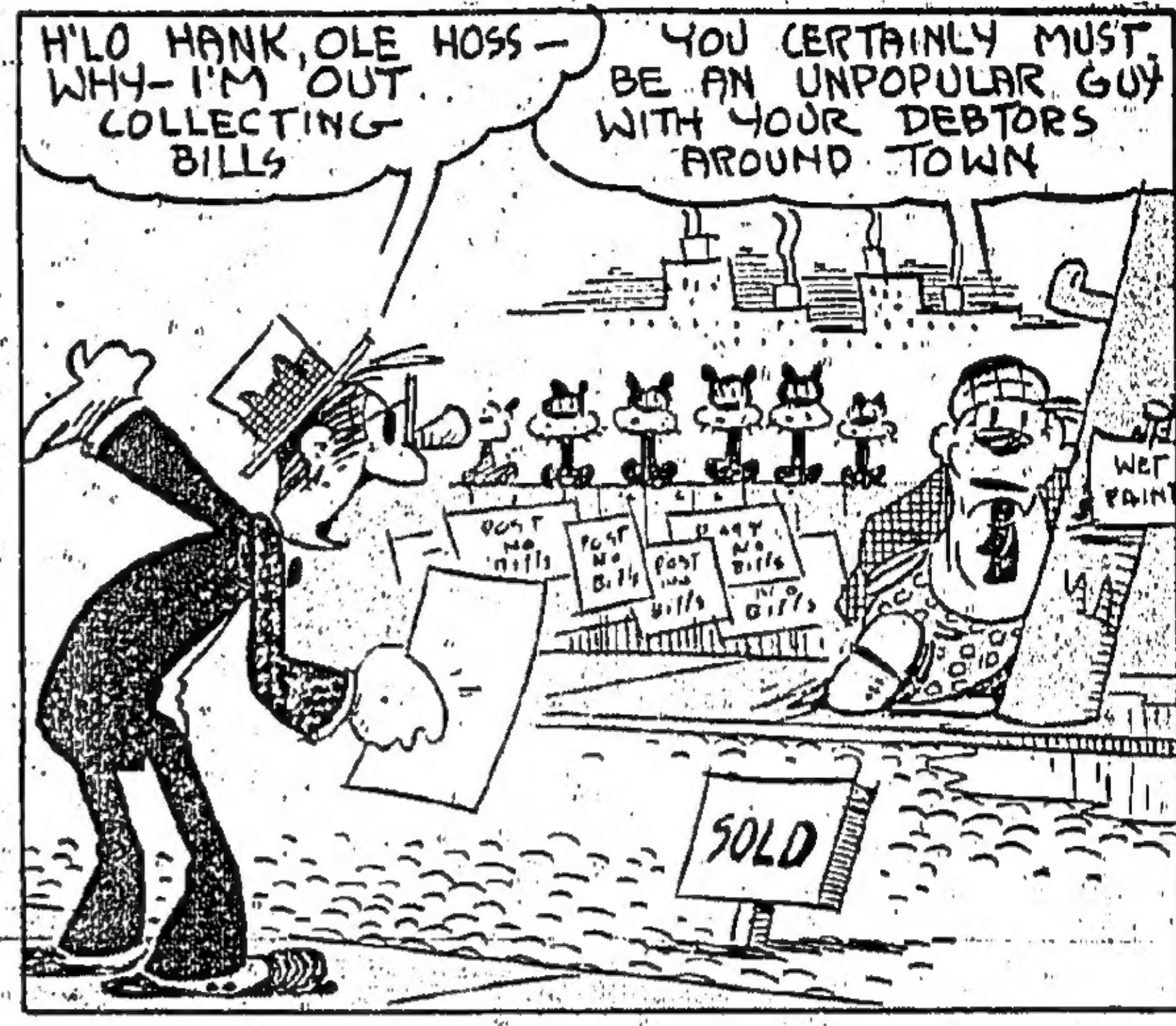
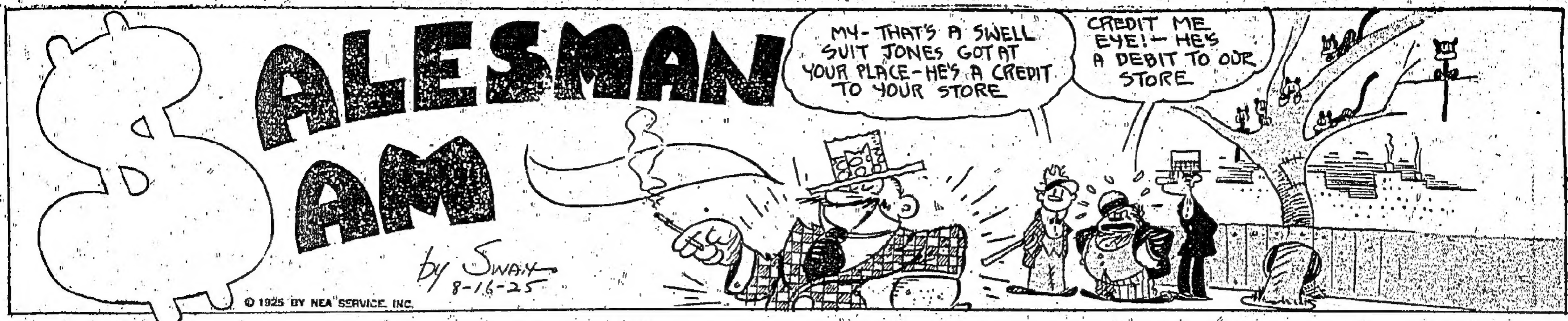
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Bifocals.

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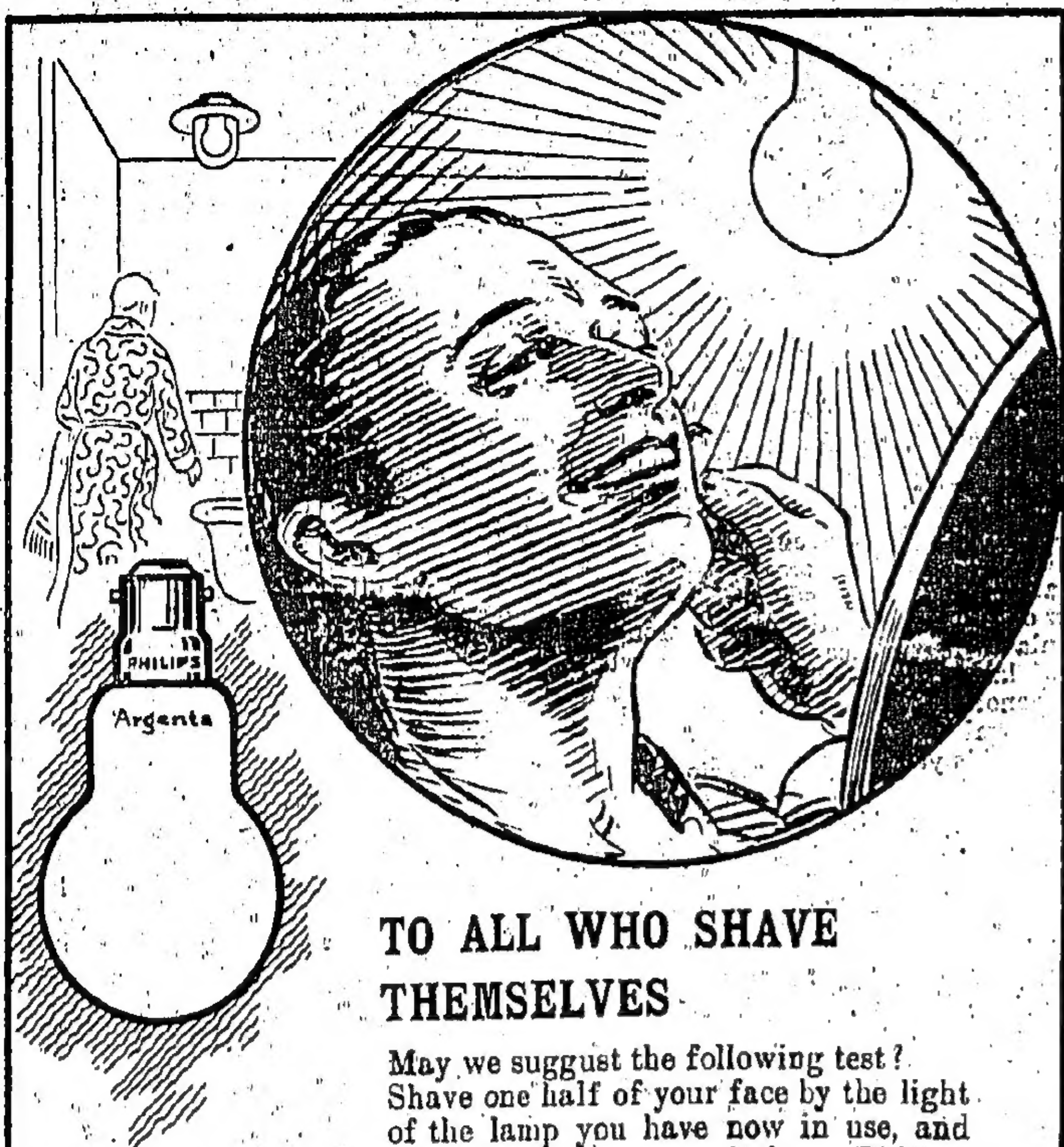
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TO ALL WHO SHAVE THEMSELVES

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The clear, bright light of the Argenta Lamp will reveal any parts not evenly shaved.

Furthermore, as the light of the Philips' Lamp is not dazzling, you can shave with the lamp close to your face.

Better light with

PHILIPS LAMPS

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ARTS & CRAFTS
SHANGHAI.

SOLE SELLING AGENTS FOR

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HONGKONG FOOTBALL CLUB.

ANNUAL MEETING HELD YESTERDAY.

Club House Extension.

The annual meeting of the Hongkong Football Club took place in the offices of Messrs. Jardine Matheson & Co. Ltd., yesterday evening. Mr. W. Logan presided and there was a large attendance of members.

The minutes of the previous meeting were read and passed, after which the chairman said that he would like to make a few comments on the accounts and the expenditure of the year 1924-25. The accounts showed that the assets of the Club had increased by \$930.48. All surplus had been placed on fixed deposit at 4½ per annum, whilst sufficient to cover next season's preliminary expenses had been retained in current account. Chinese matches, always brought large gates, and the stand receipts were less because fewer Chinese matches had been played on the Club's Ground. Subscriptions had increased. There was a sum due to the Club from the Association in respect of the use of the Club's Ground for the Shanghai Soccer Interport.

Expenditure showed a considerable decrease in total. The increase in the cost of the stand was explained by its greater size and strength, and by the Club's inability this season to arrange with the Baseball Club for the employment of the same matched contractor—an arrangement eventually beneficial and one that was hoped would be possible next season.

The Committee had resolved that the annual accounts be balanced with the figures in the bank's books on 30th June, which excluded some small items for June from the figures under your consideration.

A Balance Sheet.

The auditors recommended that a book be used to record the stand receipts, showing the numbers of the tickets issued and the amount obtained, each sum to be initialed for by the member of the Committee who received it from the collector.

Mr. S. J. Jordain raised the question that all future accounts contain a balance sheet, showing the assets and liabilities of the club.

The proposal was put to the meeting and carried unanimously, as were also the accounts. The next item was the election of the officers for the forthcoming year. Mr. J. McCubbin in proposing Mr. Logan as president remarked that the latter not only showed great interest in the club but had attended all the committee meetings.

The proposal was carried with acclamation.

The following officers besides the president were elected: Vice President, Mr. J. Ralston; Chairman, Mr. J. McCubbin; Treasurer, Mr. R. W. Lee; Secretary, Mr. H. M. McTavish; Captain of the Soccer XI, Mr. G. S. Rodgers; Vice Captain, Mr. A. Malr; Captain of the Rugby XV, Mr. G. P. Lammert, Jr.; Vice Captain, Mr. H. R. Forsyth, and a committee consisting of Messrs. S. J. Jordain, H. E. D. Adams, C. W. E. Bishop, and Mr. Stewart.

The chairman recorded a hearty vote of thanks for the hard work carried out by Mr. J. B. Hamilton.

Club House Extension.

There was one point which had cropped up, said the chairman, at the last meeting, and that was the question of the extension of the club house. It would be extended about six feet towards the playing pitch and would cost from \$200 to \$300. He would like to hear some remarks as to the feasibility of the proposed extension.

Mr. Jordain asked if it would not be possible to obtain permission from the Government to erect a permanent stand.

The chairman said that he was on the sports ground committee and believed there was no possibility of getting permission until Morrison Hill was entirely removed.

Mr. Lee said that the question had been raised on several occasions before. Everything depended upon the time the present pavilion was retained.

Mr. Jordain said he would second the chairman's proposal, and should it not have been put forward as a proposition he would have proposed it himself. A sum of \$1,000 should be set aside towards the cost of the extension.

Mr. Lee said that several suggestions had been brought before the committee regarding this extension and it was suggested that (a) a new club house should be erected, (b) a temporary house with

UNEQUAL TREATIES.

POWERS' REPLY TO CHINESE NOTE.

All Willing to Consider the Subject.

Peking, September 4.

Washington and the Treaty Powers have replied identically to the Chinese Government's Note of the 24th June, urging the revision of the so-called unequal treaties.

The Powers state that they are prepared to consider the proposal for the modification of the Treaties in such measure as the Chinese demonstrate a willingness and ability to fulfil their obligations and to assume the protection of foreign rights and interests, now safeguarded by the exceptional provisions of those Treaties. Furthermore the Powers are willing either at the Tariff Conference or subsequently, to consider and discuss any reasonable proposal made by the Chinese Government for the revision of Treaties respecting tariff.

In regard to extra-territoriality the Powers are ready to appoint representatives on the Commission provided for by the Washington resolutions to consider what, if any, steps can be taken to meet the desire of the Chinese Government, and express the hope that the Commission will be able to begin investigations at an early date.

asbestos roofing should be erected and (c), the present house should be extended. He did not think that \$1,000 would be sufficient to carry out either of the first two suggestions.

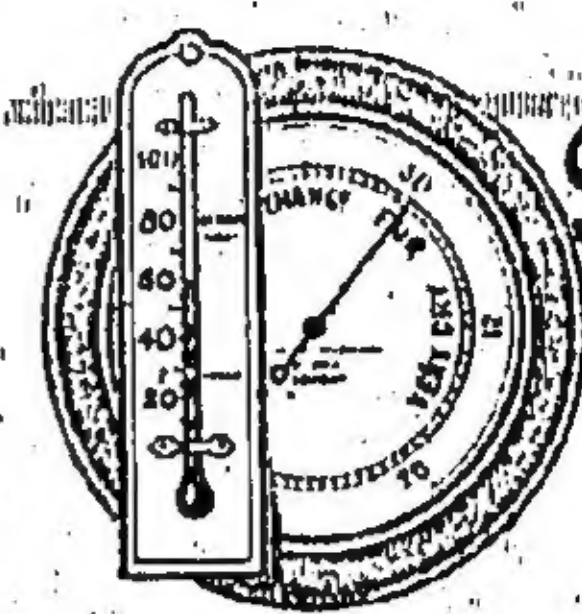
On the suggestion of the chairman the question was left in the hands of the committee.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper. Artistic finishes in Bronze, Antique Copper, and Oxidized Silver. Polished and Lacquered Brassware.

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Tel Central 358. Astor House Bldg., Hongkong.



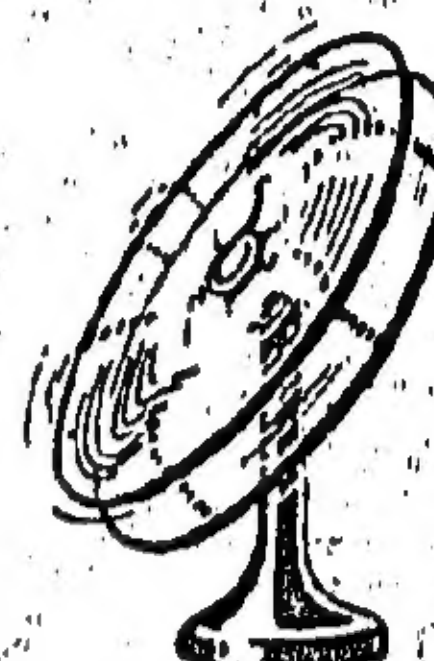
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WHEN it is "set fair" with a thermometer in the eighties you can always command a refreshing breeze from your

Electric Fan

It will keep you fit until holiday-time, and sustain you at concert—pitch afterwards.

One unit of electricity will drive a small fan for 20 hours.



THE CHINA LIGHT & POWER Co., (1918) Ltd.

SHOWROOM:—62, Nathan Road, Kowloon.
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SHIPBUILDERS.
SHIP REPAIRERS.
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MECHANICAL AND
ELECTRICAL
ENGINEERS.

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LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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Why make the hot weather hotter by wasting the heat from your kitchen range?

Why not use the heat for your domestic and bath water supply?

Why not instal a modern bathroom with a reliable flush system?

Why not ask what it will cost?

We carry out all kinds of Sanitary Plumbing work by our own staff under the immediate supervision of two fully qualified technical engineers.

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As Refreshing and Invigorating as Champagne
A. S. WATSON & CO., LTD.



EVERYTHING STAMPED WITH THE FAMOUS DOG TRADE MARK IS GENUINE.

The VICTROLA 1-1 IS THEREFORE
GENUINE AND WE
SELL IT FOR

\$30.00 CASH

INSPECT IT AT OUR STORE

S. MOUTRIE & CO., LTD.

Cooler Evenings

and a little more of the
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CRICKET AND TENNIS — KIT —

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"THE SHOES WITH THE
CUSHION HEE!"

- Crepe Sole Buck Shoes \$13.50
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of the
things you will require!

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STUDENT.



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keyboard.
"Nothing
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A
School
necessity.
Ask
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The Telegraph.

SATURDAY, SEPT. 5, 1925.

VOLUNTEER PAY.

"MacWhirter is a firm advocate of mobilisation; he has just received his July pay." This reference, in our "Balls and Inners" column to-day, is, of course, to the pay and allowances which members of the Volunteer Defence Corps received during the period in which they were mobilised in connection with the strike. Written in facetious form, it none the less touches a question of considerable importance, concerning which a few observations may be usefully made. Precisely what the mobilisation of the Volunteers cost the Colony we do not know. We have, however, heard it suggested that the bill may come to at least a lakh of dollars. That is a big sum, especially at a time when the revenues of the Colony have become depleted owing to the unusual conditions now prevailing, and the question naturally suggests itself whether there was any real necessity for the expenditure of so much money.

The members of the Defence Corps performed essential services during the state of emergency, in a manner which did every credit to this fine body of men. As on other occasions when they were called upon, they proved their value in the defence scheme of the Colony. But we believe we are right in saying that they would have been quite prepared to serve the Colony in its time of stress without expecting the least monetary reward, despite the fact that extra calls were made on their time and, in some instances, on their pockets as well. It may, however, have been necessary and equitable that, being placed under mobilisation orders, they should be paid. There may have been, and probably was, some Imperial or local regulation which required the authorities to place the men on the pay-list so long as they were "on actual military service," to use the words of the Proclamation calling them up. We can, however, see no good reason why ration allowances should have been given, and we know that there was general surprise felt amongst the Volunteers themselves when it became known that they were to receive \$150 per day under this heading. We understand that when on guard duty, this allowance was deducted,

as arrangements were made for messing the men on these occasions. Conversely, it seems to us, when the Volunteers were not on such duty, there was no call for the granting of this daily sum. It has to be remembered in this connection that, when not on special duty, the Volunteers were able to attend to their ordinary business just as in normal times, and that they were then—as, indeed, during the whole period of mobilisation—in receipt of their usual salaries from the firms by whom they were employed. In view of these facts, and others which could be cited, it does appear to us that undue and unnecessary generosity was displayed in paying out these ration allowances, the non-payment of which would have saved the Colony quite a considerable sum of money. As we say, the Volunteers themselves did not expect this daily grant, and we know that they would have been quite willing to forego it. They did not join the Corps for what they could get out of it; to suggest so much would be grossly to distort the fine spirit animating its members. We raise the issue on purely financial grounds, in the hope that in future states of emergency steps will be taken to see that there is no needless wasting of the Colony's money.

Sport Talk.

Here we are well into the first week of September and yet a meeting is to be held next week Tuesday at which drawings will take place in connection with the Water Polo League. Surely that speaks volumes for the manner in which the Colony's normal summer life has this year been interfered with on account of the strike. Not a match yet played in the water polo competition, not a match yet played or likely to be played in the Lawn Tennis League, and not (as yet) a night fete at the V. R. C. So far as lawn bowls is concerned, the League fixtures have been got through after long delays, and the baseball enthusiasts have gone nearly all the way through their League obligations. But the summer of 1925 will have to be written down as one in which there was so much else to occupy our minds that sport largely had to go to the wall. The football and cricket season will soon be with us and the large number of devotees and supporters of these two most popular pastimes will doubtless see that they get their fair share of games. Canton has done us a lot of harm in one way and another but football is, after all said and done, football and indispensable to ardent youth. Trade may be bad and all that kind of thing, but "let the game go on" will be the motto at Happy Valley soon. Seriously, though, it will indeed be interesting to see what the effect of the present situation will be upon the games and attendances at Happy Valley during the coming winter months.

Loss of the Shenandoah.

There will be much sympathy with the American Government and people in the loss of one of their big airships, which has been in successful use for nearly two years. It was only the other day that it was suggested this dirigible should be employed to enable the Macmillan expedition to carry out its original project of a flight to the North Pole, as heavier-than-air machines had proved impracticable. Whenever a flying machine is lost, there follows a discussion of the possibilities of the particular type being used on a large scale in passenger and commercial traffic. A study of airships in this connection is especially interesting at present, in view of the project for a London to South Africa and London to India service, with an extension to Australia. It

DAY BY DAY.

TRUE VALOUR LIES IN THE MIND, THE NEVER YIELDING PURPOSE, NOR OWNS THE BLIND AWARD OF GIDDY FORTUNE.—*Thomson.*

The health return for Thursday shows two cases of typhoid fever, one British and one Chinese.

Among those arriving by the s.s. Narkunda from Shanghai to-day were Lt.-Col. A. S. Cantrell, Lt.-Col. C. M. Campbell, and Mr. P. W. Massey.

Mr. A. L. W. Van Dobben, agent of the Netherlands India Commercial Bank in Swatow, who has been in charge of the Netherlands Consulate there since the beginning of last year, has been appointed honorary Netherlands Consul by Royal Decree of the 21st of July of this year.

The Cup presented by Major G. D. R. Black, V. D., for the best shot of the season 1924-25 in the Hongkong Volunteer Defence Corps has been won by Corporal F. C. Goodman. The cup presented Mr. W. J. Kerr for the second best shot of the season 1924-25 has been won by Pte. W. J. Carrie.

The *Duino de Macau* says:—Friends of Commander Justus Horz will be pleased to learn that the Government of Portugal has conferred upon him the Order of St. Tiago de Espada for services rendered to the Government in his capacity as Hydrographic Engineer in the Harbour Works.

A Board of Officers, of which Lieut.-Colonel G. F. S. Tuke, D.S.O., R.A., will be the President, will assemble at the 25th Heavy Battery's Office, Stonecutters Island, on Monday to inspect and report upon the proposed site for new buildings required for the accommodation of the 38th Heavy Battery, R.A.

Mr. J. J. Cameron, an engineer in the Green Island Cement Works, was exonerated by the Coroner, Mr. E. W. Hamilton, who held an inquest into the death of an old Chinese woman whom Mr. Cameron knocked down with his motor-cycle in Wuhu Street on August 15th. Evidence given before the Coroner yesterday was to the effect that the deceased moved away from the approaching cyclist, and then suddenly stepped back, a collision being unavoidable.

Officials of the Hongkong Tenants' Protective Association have forwarded a tenants' petition to H. E. the Governor, pointing out the hardships they are suffering, and praying that the right of landlords to increase rents by 15 per cent. be suspended until normal conditions return to the Colony. It is pointed out that districts for rent were 61 in June, 146 in July, 333 in August, and 28 in the first two days of September.

is generally accepted that aeroplanes are best over comparatively short distances, and that the airship must always be preferred for long journeys. The main drawback to airships in the past has been the inflammability of the hydrogen used as a lifting medium, but the introduction of helium removed that serious objection. There yet remained the question of ability to withstand the strain of severe storms. Of late years the construction of airships has so improved that serious mishaps are unlikely. The voyage of the *Los Angeles* from Germany to America and the successful flight of our own R-33 after it had broken away from its moorings, last April, demonstrated the strength of structure which the modern dirigible has attained. Yet accidents are bound to happen, and we view the disaster to the *Shenandoah* in this light. Possibly because of the comparative newness of aeronautics, there is a large section of the public inclined to exclaim "I said they were not safe" each time a flight ends disastrously; but when we recall the many accidents that occur in the case of seagoing vessels and railway trains, it is realised that the practicability of air voyaging has not been dis-



Within a week or two the summer holiday season will have begun in real earnest, and already (I suspect) anxious eyes are gazing, and anxious knuckles tapping, on the barometer in the hall. Will it be wet or fine? is naturally the all-intriguing question of the moment, and hence I feel it incumbent upon me to tell all I know. But meteorology not being my strong suit I am unable to explain what the various signs and tokens portend, and must therefore leave the interpretation of them to my readers. From various sources I have ascertained that:—

An isobar has been observed off the Orkneys moving in a circle. There is pronounced humidity in mid-Atlantic; especially beneath the surface.

An anti-cyclone has developed over Nova Scotia, and is spreading in the direction of Melton Mowbray.

A secondary depression is passing rapidly over the Caspian Sea bound for an unknown destination.

An isotherm and two isoclines have been sighted off the Lizard moving backwards.

A chrysopeprase is forming off the west coast of Ireland.

And that's the best I can do for you.

RYHMES WITHOUT REASON.

A young jerry-builder of Streatham
Built some houses, intending to leatham;



But a careless chap, who
Had an order to view,
Went and leant on the walls
And upseatham.

I regret to read that an ex-cologymen, undergoing a sentence of imprisonment for fraud in a United States prison, has successfully managed to escape. A clergymen should always live up to his convictions.

Reviewing the recent Italian Opera performances at Covent Garden a critic has been deploring the puerile quality of the librettos of some of the older operas, and suggests that they should be rewritten. Personally I am not a very profound Italian scholar, and consequently hesitate either to endorse or refute the critic's observations. Nevertheless, I do feel that Italian Opera would be much more popular if only Italian phrases were employed that everybody is familiar with. The satisfaction one derives from being able to understand every word of an opera sung in a foreign language is enormous. That is the sort of thing I mean:—

The Soprano: Andante ma non troppo?
The Tenor: Ah, signora! ma con espressione.
The Bass: Allegro con fuoco!
The Soprano: Poco poco crescendo ed accelerando.
The Tenor: Lago maggiore spaghetti Michelangelo?
The Bass: Leonardo da Vinci cavalleria rusticana i pagliacci.
All: Dolce-fer niente!

Since telling you a fortnight ago about the new bee which

LAST NIGHT'S CONCERT.

"IMPERIALISTS" SCORE A SUCCESS.

The Ministering Children's League funds will benefit considerably from the entertainment given on the Commodore's lawn in the Naval Yard yesterday evening. The talented band of entertainers, who had adopted the topical name "Imperialists," were, no doubt, gratified at the support accorded them; the audience numbering nearly eight hundred, at a rough estimate. Bright illuminations and decorations, and ideal open-air weather, contributed to the success. There were no fewer than thirty-two items in the program.

Prof. Barmion Crumppett has invented, I have received a letter from his distinguished colleague, Sir Baines Innes-Belfry, who informs me that after much experimenting he has at last succeeded in breeding wasps in two separate



halves. The advantage over the old species of insect is that though air Baines has not attempted to abolish the sting, it remains in the half which hasn't got any head, and consequently the wasp does not know how to use it. On the other hand, the head half, which knows all about the sting and how to use it, is happily deficient of that weapon. By next summer Sir Baines confidently anticipates that his harmless semi-wasps will have entirely ousted the dangerous and spiteful older species from the wasp-market.

It affords me considerable gratification this week, my friends, to give you my impression of how Rudyard Kipling would have written Robert Burns's "A man's a man for a' that."

If you can dare be poor when
Birkies shun you,
And coward slaves hang
heads as pass by;
If you can laugh when
Poverty shall dun you
And make you dine on home-
ly shepherd's Pie;
If you can keep your mind
quite independent,
And dress yourself in humble
homespun grey
When ribbon'd coofs, com-
plete with stars resplendent,
Stare at you as they strut
their haughty way;
If you can bear in mind that
dukes and princes
Are but the stamps that mark
the guinea's rank,
And honest poverty alone
evinces
A rarer gold than what
comes from the Bank;
If you can realise, what'er
befall, that
Sense and the Pride of
Worth, since Time began,
Are higher rank than birkies,
coofs, and all that,
You'll be in very truth a
MAN, my man.

A hen belonging to a Taunton lady, I read, entered the house one morning and laid an egg on the breakfast-table. I understand, however, that the breakfast-table was laid by the parlourmaid as usual.

NOTABLE SAYINGS OF THE WEEK.

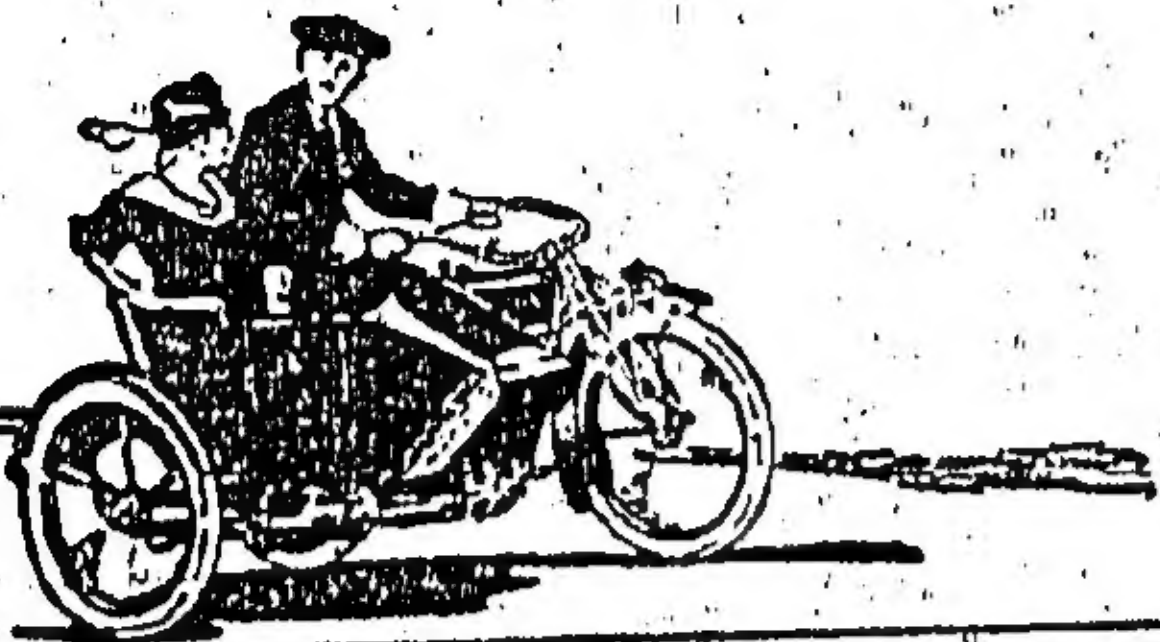
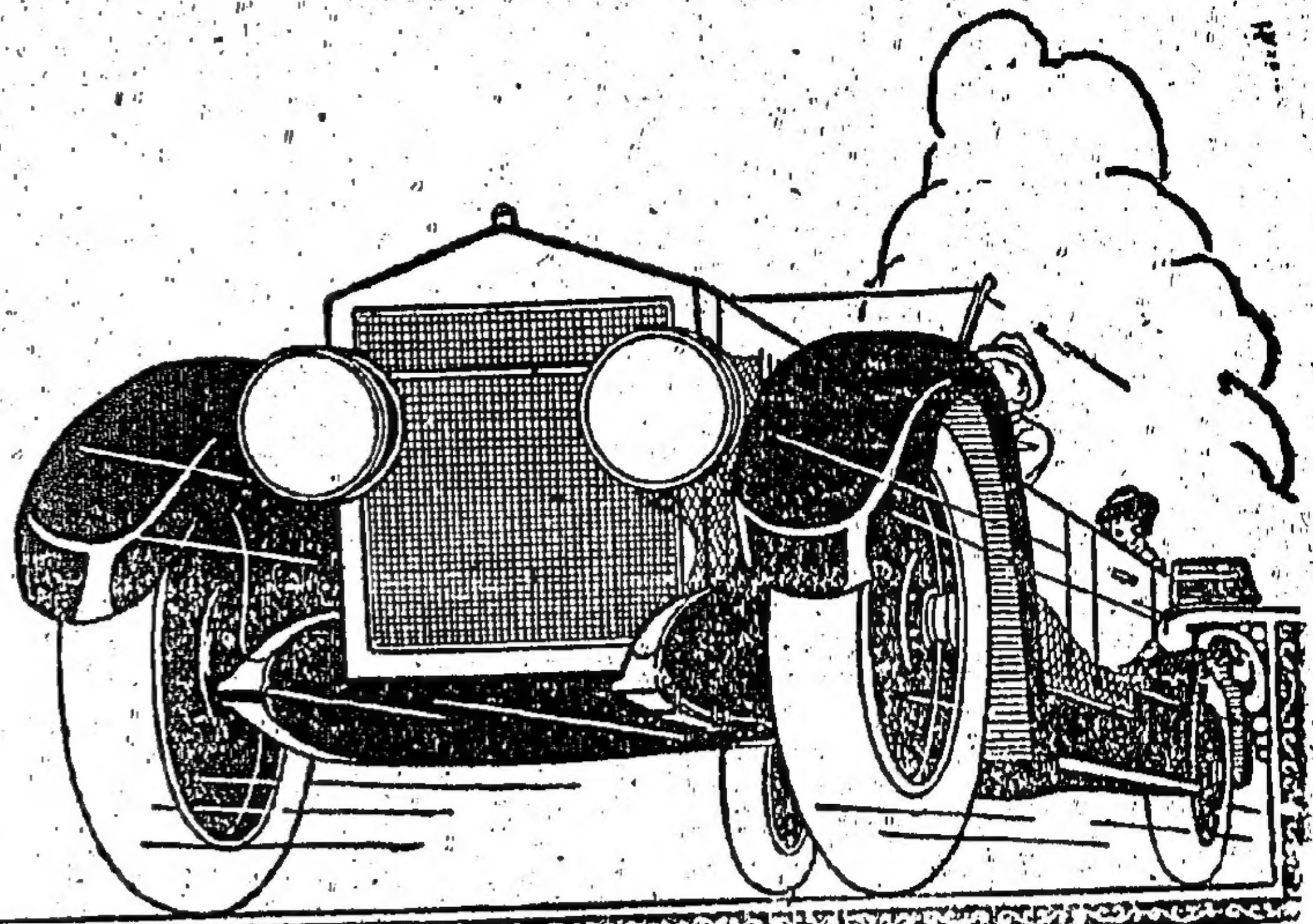
All is not sold that's butter.—*Sir Lomus Tipton.*
The greatness of the British Empire is largely due to its size.—*The Earl of Turbot and Hake.*
The proof of the pudding is in the digesting.—*Dr. Bulkeley Stodger.*
It is alcohol, not love, that makes the world go round.—*Lady A. Storr.*
O wad some power o' mice and men gang aft agley as ithers see us!—*The Laird of Cockpen.*
Wives of great men all remind us we can make our wives sublime.—*The Earl of Oxide and Eggwhisk.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 5th. September, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Trams v Buses.

The correspondence during the week on the comparative merit of trams and motor buses, does lead one to seriously consider the wisdom of extending tramway systems, in face of the growing opposition to tram cars in other parts of the world. The modern motor bus has proved itself to be the rival, and in many respects the superior of the tram car, and it is an almost unbroken thing these days for any town or city to even discuss the matter of putting down a tramway system, while those cities which still have such systems, generally incorporate a service of motor buses wherever extension is desired. Obviously, the thought of scrapping an existing service which serves immediate necessity, is absurd from a business point of view, but when extensions are necessary, a subsidiary service of buses seems to us more in keeping with modern development, eliminating the limitation which an extension of tram rails naturally brings about. From the traffic point of view, there can be no doubt whatever that our present thoroughfares would be greatly improved were motor buses to operate instead of trams. Even the local Government must have perceived the advantages of buses over trams, inasmuch as the former, and not the latter, are to be utilised when the new traffic scheme for Kowloon is in operation.

That Needless Noise.

We are glad to be able to state that the Traffic Department has taken steps to check the indiscriminate sounding of motor horns in the vicinity of the Peak Hotel. Already there is a great improvement after midnight, and it is to be hoped that the improvement will continue. Motor horns are most essential, but the trouble in the East seems to be that native drivers cannot resist the temptation to make as much noise as possible, when there is not the slightest reason for blowing the horn. In the particular case in point, however, some European owner-drivers are not altogether blameless, but in their instance, it is probably due to thoughtlessness, and we are sure that those gentlemen who have forgotten the hour and the proximity of other residents, will, in future, refrain from disturbing them.

Obstructive Man-Power.

With the number of motor cars and trucks increasing almost daily in the Colony, the matter of keeping main roads clear of any unnecessary obstruction becomes of vital importance, and, in this respect, something really should be done to regulate the use of coolie-drawn two-wheel trucks. At the present time it is almost impossible to drive during the busy hours of the day, from Kennedy Town to Shaukiwan, without having to stop many times owing to these cumbersome, and antiquated vehicles. Perhaps a solution may be temporarily found in prohibiting them on certain streets during certain hours. But the only really successful solution will be to prohibit them altogether. Motor transport is, of course, the only modern means of conveying merchandise, and it is surprising that a large number of Chinese merchants whose business entails constant removal of tons of goods of various kinds, do not realise the saving in labour, time, and

even breakages, by conducting their business on up-to-date lines.

Graham Brothers Trucks.

Following the above comment, it is opportune to mention that, as was to be expected, Graham Brothers trucks are making an excellent impression among modern business establishments in the Colony, where motor transport is employed. These vehicles are the result of years of specialising in the 1 and 1 1/2 ton commercial vehicle field and purchasers are assured that there really is years of service in every one. We can certainly advise any prospective purchaser of this type of conveyance to investigate further the claims put forward by the manufacturers.

The H. K. A. A.

The following have joined the Hongkong Automobile Association since the publication of the last list:—

Dr. Wan Man Kai.
Ho Wing Tsun.
W. A. Cornell.
H. Glanville.
H. T. Brooks.
W. F. Ford.
Henry Lowcock.
Professor Anderson.
R. E. Ost.

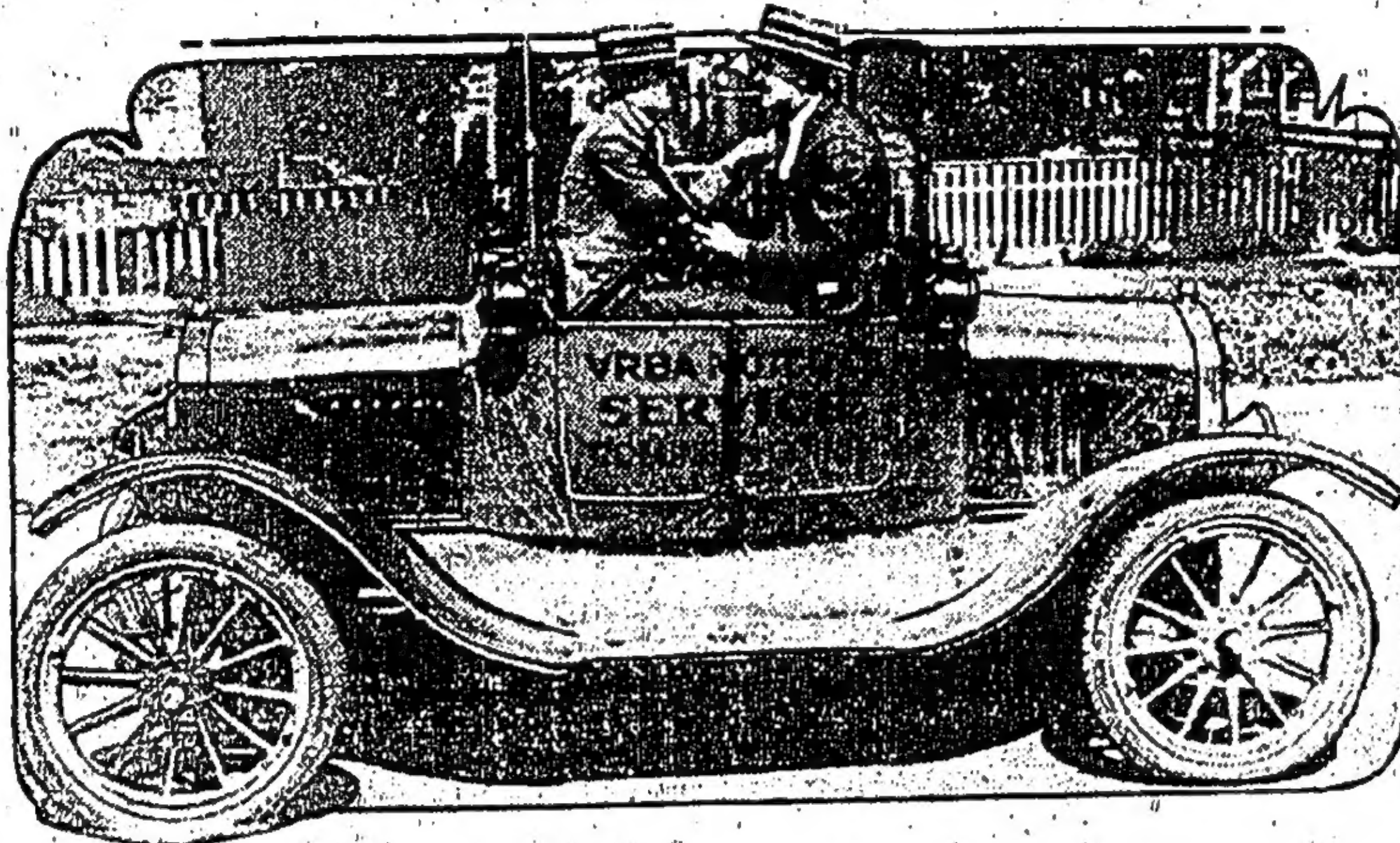
Dogs and Cars.

During the week we had the folly demonstrated to us of making an effort to avoid running over a dog by swerving the car. The instance in question happened on the Stubbs Road, when a car proceeding past some matcheds, suddenly swerved over to the right of the road in order to miss a dog which ran out from one of them. At the same moment, another car came round the corner, and it was nothing short of a miracle that a serious accident had not to be recorded. We remember a case in England last year, when a dog owner sued a car owner for the loss of his pet. Evidence clearly showed that to swerve was most dangerous, and the defendant rightly won the verdict. We do not suggest that no effort should be made to slow up, or that every reasonable precaution should not be taken to save a dog from injury, but we do think it the height of absurd folly to jeopardise the lives of human beings in order to save that of a dog.

Well Deserved.

Every motorist who employs a chauffeur will agree that the driver who was recently heavily fined, for using his master's car for the purpose of hire, thoroughly deserved his punishment. There seems to be little doubt but what this practice is quite common in Hongkong, and probably it is one which is sometimes difficult to detect. The case under notice at the moment would probably never have been discovered but for the fact that an accident occurred, and it is therefore all the more satisfactory to know that the fine was a stiff one. Only the other day we heard of a car owner bemoaning the fact that a particular set of tyres had not given the service he had expected. Enquiry revealed that he employed a chauffeur, and seldom used his car at night. When it was suggested that he should check the mileage by the speedometer, he confessed that his was a rather old machine and that the speedometer was not working. The suggestion that his driver might take the car out unknown to him had apparently never been

GOING AND COMING AT THE SAME TIME.



A garage dealer in Cicero, Ill., thought he'd advertise his skill by this ingenious method.

PARIS TO NICE.

RELIABILITY TRIAL.

In the recent Paris-Nice Reliability Trial, which is the first and most important touring motor cycle event in France, B.S.A. Motor Bicycles met with their usual success.

Four B.S.A. machines were entered. The B.S.A. Team, consisting of one 2.49 h.p. model and two 3.49 h.p. models secured the Team Prize, "The Moto Club de Marseille Cup" and three gold medals. Incidentally, the B.S.A. Team was the only team of more than two machines to complete the Trial without loss of a single mark.

The other B.S.A. machine entered, a 3.49 h.p. and sidecar, secured the "Eclairer de Nice" Cup, the "Principauté de Monaco" Cup, the Light Sidecar Cup for the best light sidecar performance, and a gold medal. This same machine afterwards won the Standing Start Kilometre, at Nice, and "La Turbie" hill climb, beating the previous record for this hill, in the 350 c.c. class, by more than five minutes.

The consistent success of B.S.A. Motor Bicycles in Reliability Trials all over the world speak volumes for their quality and reliability under all conditions.

DRIVE SLOW WHEN ROUNDING CURVES.

given thought. We shall not be surprised if the result of this particular owner's investigation explains the heavy wear on his tyres.

An Improvement.

The new parking arrangement in Poddor Street is a great improvement on the old "head and tail" system. It is possible now to leave a car, return when desired, and drive straight away without the annoyance of manoeuvring in order to get free of cars ahead and behind. Also one is likely to find that another car has chipped some enamel off or dented a fender. Apart from the convenience of the new method, the appearance of the thoroughfare itself is considerably enhanced. The same excellent system might well be employed in Charter Road.

A NEW MARKET.

A BRITISH CAR IN THE WEST INDIES.

It is seldom that we find a British car crossing the Atlantic Ocean, but occasionally we do hear of one venturing into what has always been regarded as exclusively American motoring territory. However, Jamaica, the home of the sugar cane was the scene of the visit of an "Empire" Arrol-Johnston on the occasion of the visit of the Countess of Seafield to that island. Although there is not a large number of motor vehicles on the island, yet we believe there is an excellent market for British cars there. Jamaica, the oldest of our possessions is extremely British in sentiment, and if, as in the case of the Arrol-Johnston, special attention is devoted to promoting coolness in running and driving, the British car should find a ready sale among the sugar planters and merchants who form the bulk of the white population.

TOURISTS IN FRANCE.

MOTOR CAR TAXES.

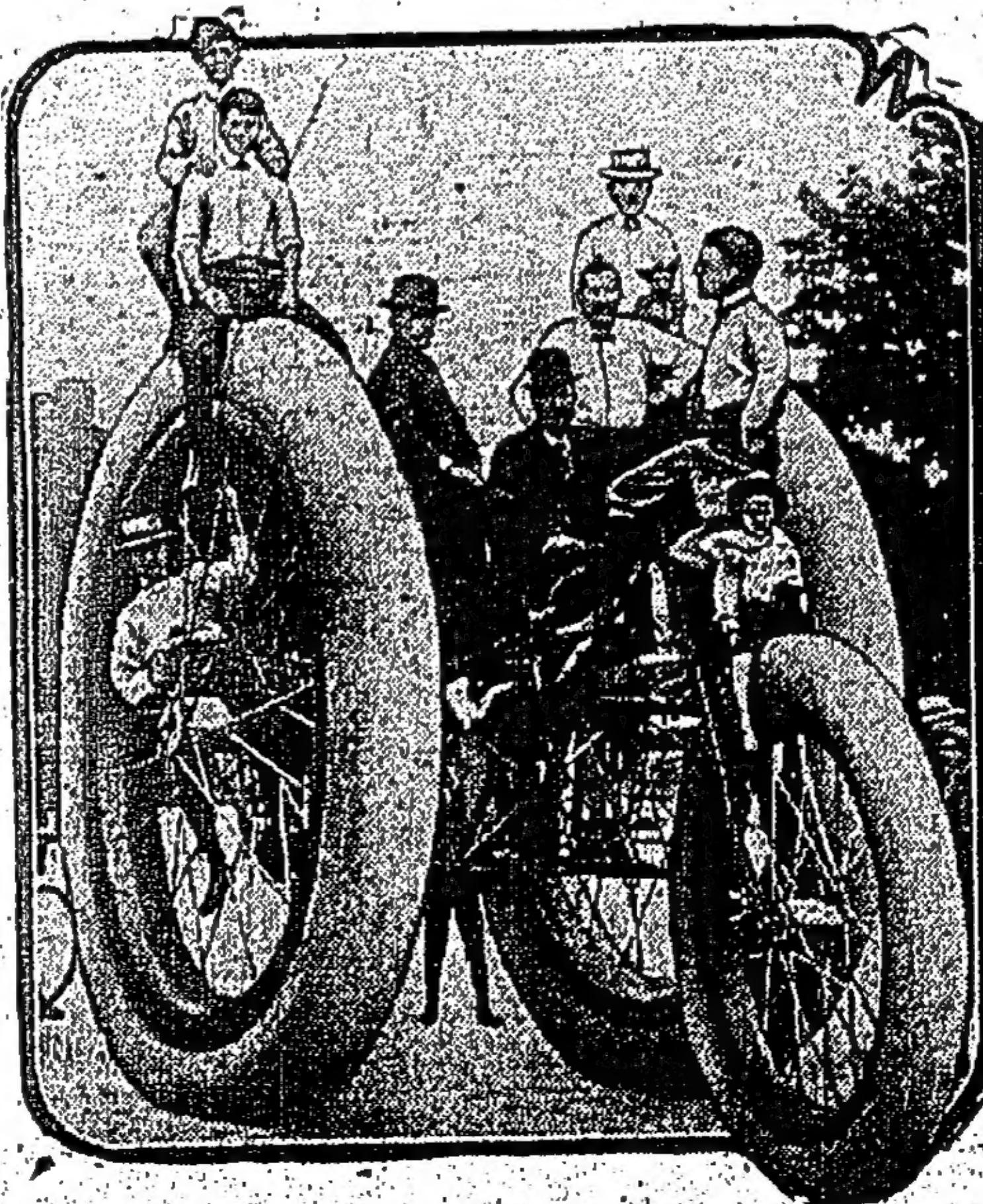
The Automobile Association reminds motorists about to visit France of the importance of taking out a new *laissez-passer*, or licence, immediately the preceding one has expired. It is a serious offence to travel in France, even for one day, without a current licence. The offender exposes himself to severe penalties.

Visitors cannot straighten out questions of licences at French ports when shipping their cars back to England. If they cannot show that licence duty has been paid up-to-date they are invariably fined. The officials are empowered to inflict a fine of five times the amount of tax due to the State.

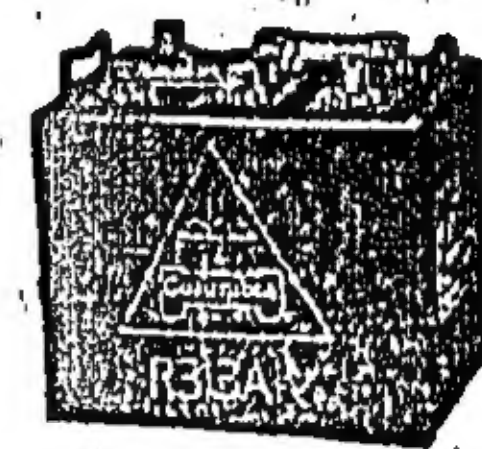
FINE AND SCHOOL.

Sioux City, Ia., has piled one disgrace upon another for motorists who violate the traffic laws. Besides being fined, each motorist has to attend a special traffic school.

FIRST BALLOON TYRES.



Balloon tyres are more than 25 years old. Here's proof. These were placed on this huge tricycle in 1898. The bike travelled nicely in dry weather, propelled by six men and guided by one. But in wet weather it skidded all over the street, for lack of non-skid chains.



Give a long satisfactory service, unexcelled by any other battery at any price.

THE DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Lung Rd.
Happy Valley.

Columbia
Storage Batteries



Mobiloil

Make the chart your guide

Although competitors have done all possible to create a greater call for their lubricants, the demand for Gargoyle Mobiloil has nearly doubled during the past 18 months.

The fact that Gargoyle Mobiloil is not a by-product in the manufacture of benzene and kerosene speaks volumes for its superiority as a motorcar engine lubricant.

The fallacy of false economy is pretty well understood in these days of rigid economy, and consumers are rapidly beginning to realize that the best is the cheapest in the long run.

To-day, Gargoyle Mobiloil is the best known and most widely used motorcar engine lubricant. It is safe to say more Gargoyle Mobiloil is used throughout the world than any three competitive brands on the market.

WHY?

Because Gargoyle Mobiloil is manufactured by the largest and oldest strictly Lubricating Oil Company in the world. It is the result of many years of study on the part of a host of automotive engineers whose business it is to know the requirements of every lubricating oil system employed by motorcar manufacturers.

Try the grade specified in our Chart of Recommendations. While words and claims carry weight, nevertheless it is the practical test that decides.

VACUUM OIL CO.

Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

SIX CYLINDER ESSEX REDUCTIONS.

5-passenger Touring \$100.00

5-passenger Coach \$250.00

HUDSON SUPER-SIX REDUCTIONS.

5-passenger Coach \$250.00

7-passenger Sedan \$250.00

7-passenger Touring \$500.00

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong Currency:

SIX CYLINDER ESSEX: Old Price: New Price:

5-passenger Touring \$2,500 \$2,400

5-passenger Coach \$2,650 \$2,400

HUDSON SUPER SIX: Old Price: New Price:

7-passenger Touring \$4,000 \$3,500

5-passenger Coach \$4,000 \$3,750

Brougham (New Model) \$4,350

7-passenger Sedan \$5,000 \$4,750

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

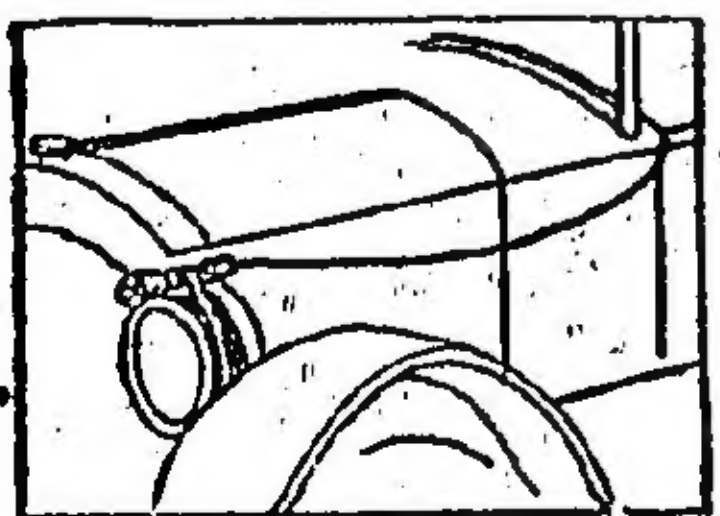
And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

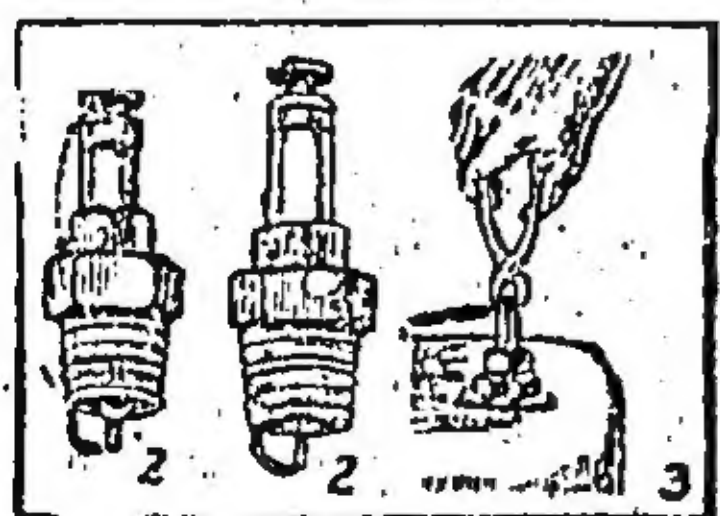
Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD

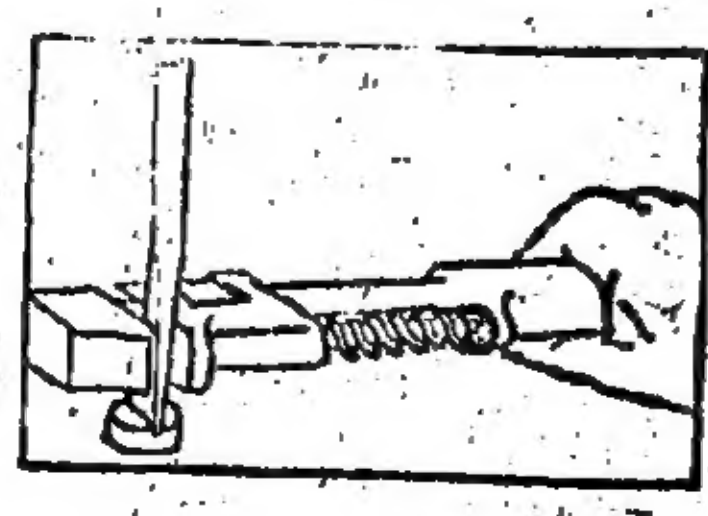
33 & 35 Des Vœux Road Central.



When the headlight goes out, use a trouble lamp in its place. The light extending from the dash is tied to the headlight and serves well as a substitute. It can also be used in place of the tail-light, if emergency arises.



Faulty sparkplugs often cause missing engines. Here are three faults. First, the spark may jump from shell to terminal because of short shank and a wide gap. Second, the points may touch due to screwing the plug too tightly into the cylinder head. Third, wire may have become loose from terminal.



Appeal to the monkey wrench for aid when another tool can't do its work alone. For instance, if a screw is too stubborn against the efforts of the screw driver, let the monkey wrench help loosen the screw. The additional leverage is almost sure to break down the resistance offered.

MOTOR TRIPS ABROAD

The Most Famous Cathedral
FOURTH OF A SERIES OF TRAVEL TALKS

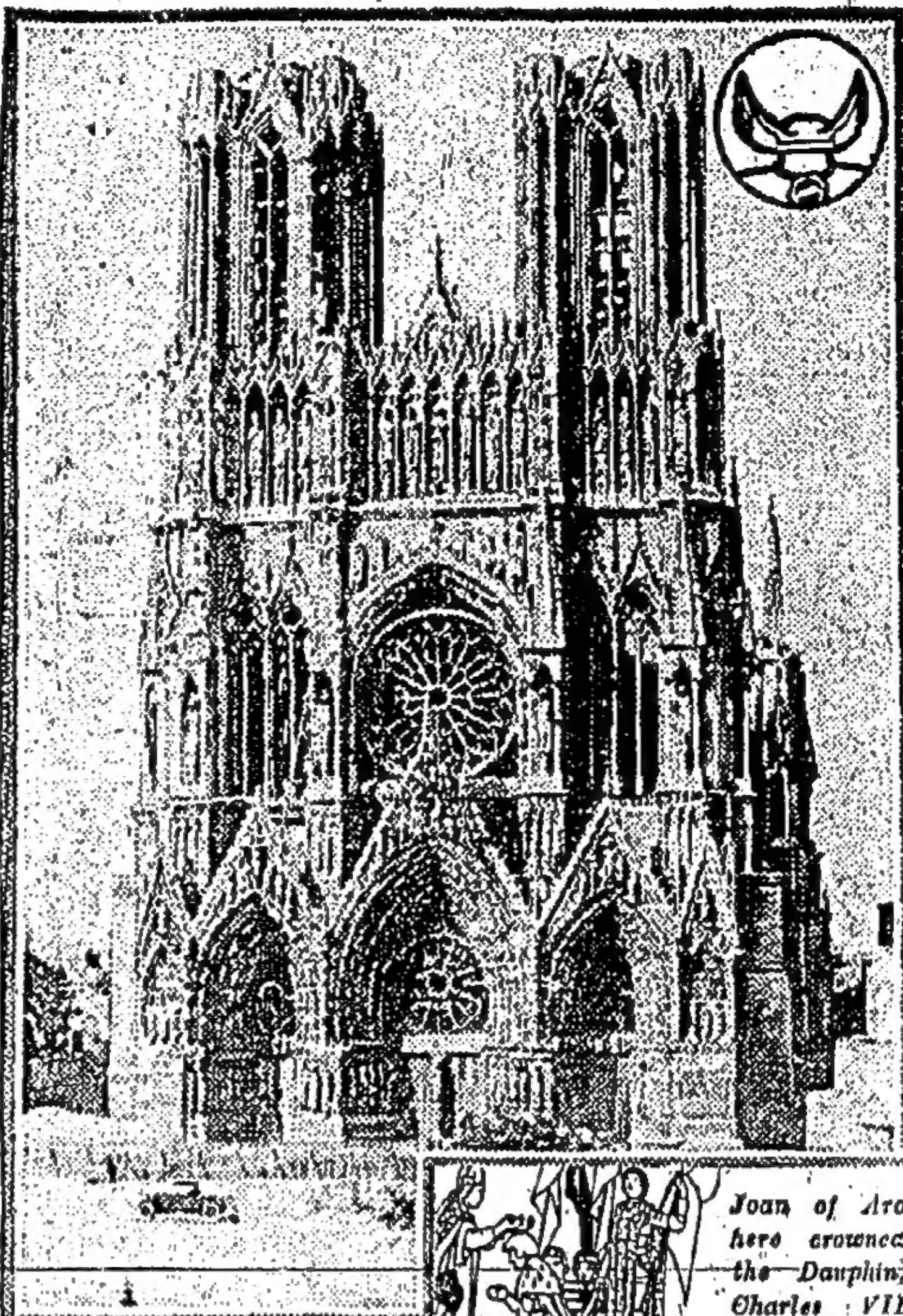


Photo Courtesy Chrysler Maxwell Motor Corp.
Cathedral at Rheims

IT IS getting increasingly common for American motorists to travel from Brussels to Paris by motor through the battle area of Belgium and France. The roads are excellent and the points of interest innumerable.

The most interesting route is to go from Brussels to Louvain where may be seen the famous Cathedral Church of St. Pierre and the Hotel de Ville, dating from 1449, an exquisite specimen of 16th Century Gothic. During the world war the Cathedral withstood a German bombardment every day for four years

and one month. From Louvain the route follows to Namur where is the famous Cathedral of St. Aubin, which dates from 1121. Then come Dinant, Givet, Rocroi, Reims and finally the famous city of Rheims. In few cities is it possible to see today what war actually meant to a peaceful city.

Travelling from Brussels to Paris by motor is a good plan to spend a night at Rheims and then in the morning proceed to such historic places as Chateau Thierry and Meaux. Paris can be reached easily by dinner time.

FUEL FROM OCEAN.

STRANGE VOYAGE OF AMERICAN STEAMER.

Bromine, an ingredient used in a "dope" for motor fuel, is going to be pumped up out of the sea.

For this purpose the steamship Ethyl has been equipped as a complete chemical plant and will roam the seas for the fluid.

Refitted as a factory for recovering bromine from seawater, the Ethyl, formerly the Lake Harminia of the United States Shipping Board, will clear from Wilmington, Del., on what is probably the strangest voyage ever undertaken. She will call at no port and, roaming the ocean, will extract her cargo from its waters.

Chemical experts, who are members of the American Chemical Society, estimated that 1700 gallons of seawater contain one pound of bromine. Hence, it is the Ethyl's mission to remove this seven one-thousandths of one per cent. of bromine in the seawater with which it is planned to refill the world's bromine storehouses, emptied by the rapid development of ethyl gasoline in automobile operation.

In an official announcement of the voyage, A. M. Maxwell, vice president of the Ethyl Gasoline Corporation, owners of the vessel, says an entirely new process of bromine extraction would be employed. This process is expected to yield 100,000 pounds of bromine a month. To produce this quantity, the Ethyl will draw 7000 gallons of seawater a minute.

"The success of this venture may give an entirely new aspect to the manufacture of bromine, which heretofore has been laboriously recovered from mineral springs and from the potash deposits of Germany," says Mr. Maxwell.

"Success, furthermore, may mean equipping a fleet of bromine ships for the recovery from the seas of other valuable constituents to enrich mankind."

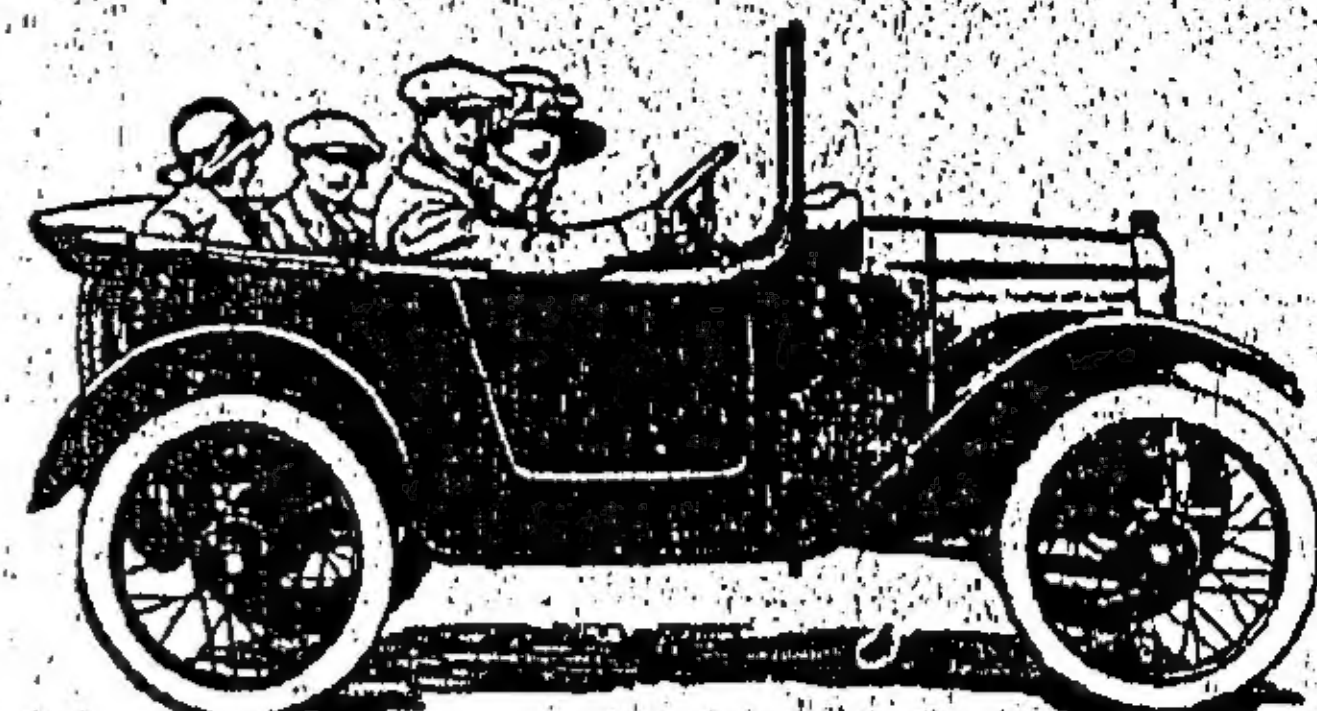
U. S. AUTOS KEPT OUT.

American motors have difficulty getting into Finland, due to the high duty that has to be paid on them, in comparison with other products. Nearly 12 per cent more duty must be paid on American cars than on most of their competitors.

When a hub cap is to be removed and there is no hub wrench in the tool kit, a strong rag may be found useful. Wrap the rag tightly around the cap, twist it down well and get a good firm hold. Then press down on a spoke of the wheel with your foot, so the wheel will turn in a clockwise direction. The trick of loosening the cap lies in the firmness in which the rag is held.



"AUSTIN SEVEN"



Makers of Austin 7 receive innumerable letters from those who have abandoned the Side Car, once they have tried the Austin 7 their enthusiasm knows no bounds. In speed the Austin 7 is more than a match for any sidecar and quite as "Sporty" while both the driver and passenger have more comfortable seating and a great deal more space for luggage.

Full particulars from the sole agents:—

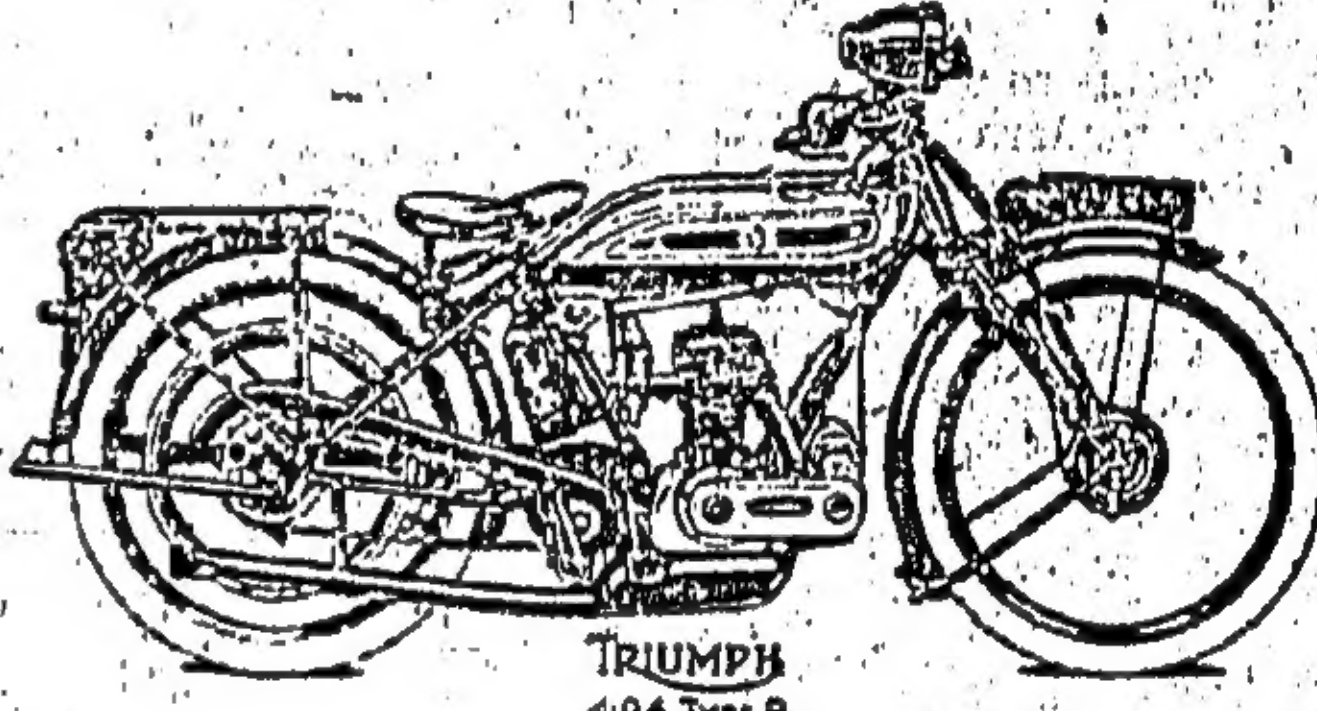
Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.



THE NEW 1926-4.94 H.P. MODEL P.

TRIUMPH

There is an improved clutch, new front brake and many other improvements. This augmented and complete specification will make this popular and famous Model even more popular and famous. 1926 Models have arrived.



THE FINEST VALUE IN THE WORLD.
STOCK CARRIED.

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.



"Yessir, We Take A Personal Interest In Every One of Them!"

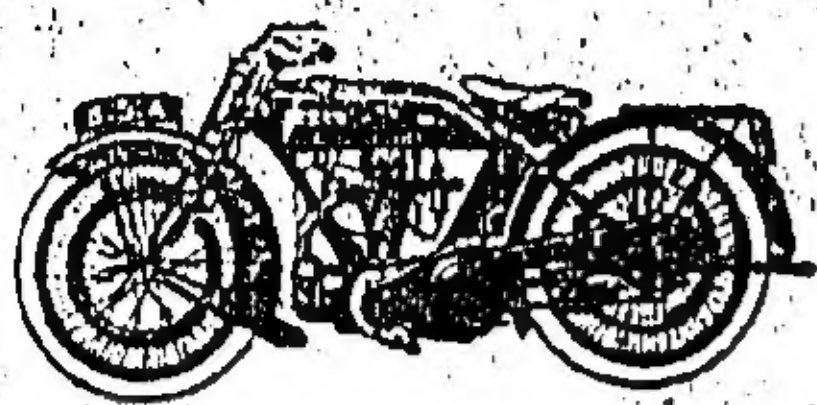
"Whether it's your car, Mr. Smith's or Mr. Brown's, it gets the same good care and expert attention at our new concrete Main Garage and Service Station (Wong Nei Chung Road—Upper end of Race Course) that every car should have.

"We know from experience that it pays to overhaul a machine regularly. Owners save money through our efficient garage service; and their cars are always bright-looking and full 'er pep!"

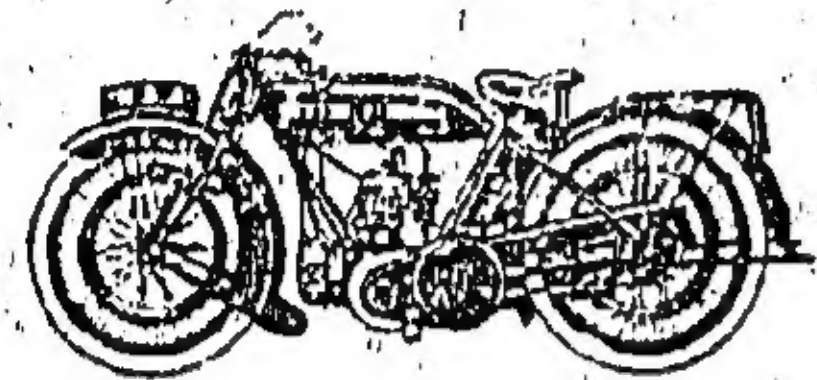
The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.
Telephone Central 1246 or 1247.

B. S. A. MOTOR CYCLES



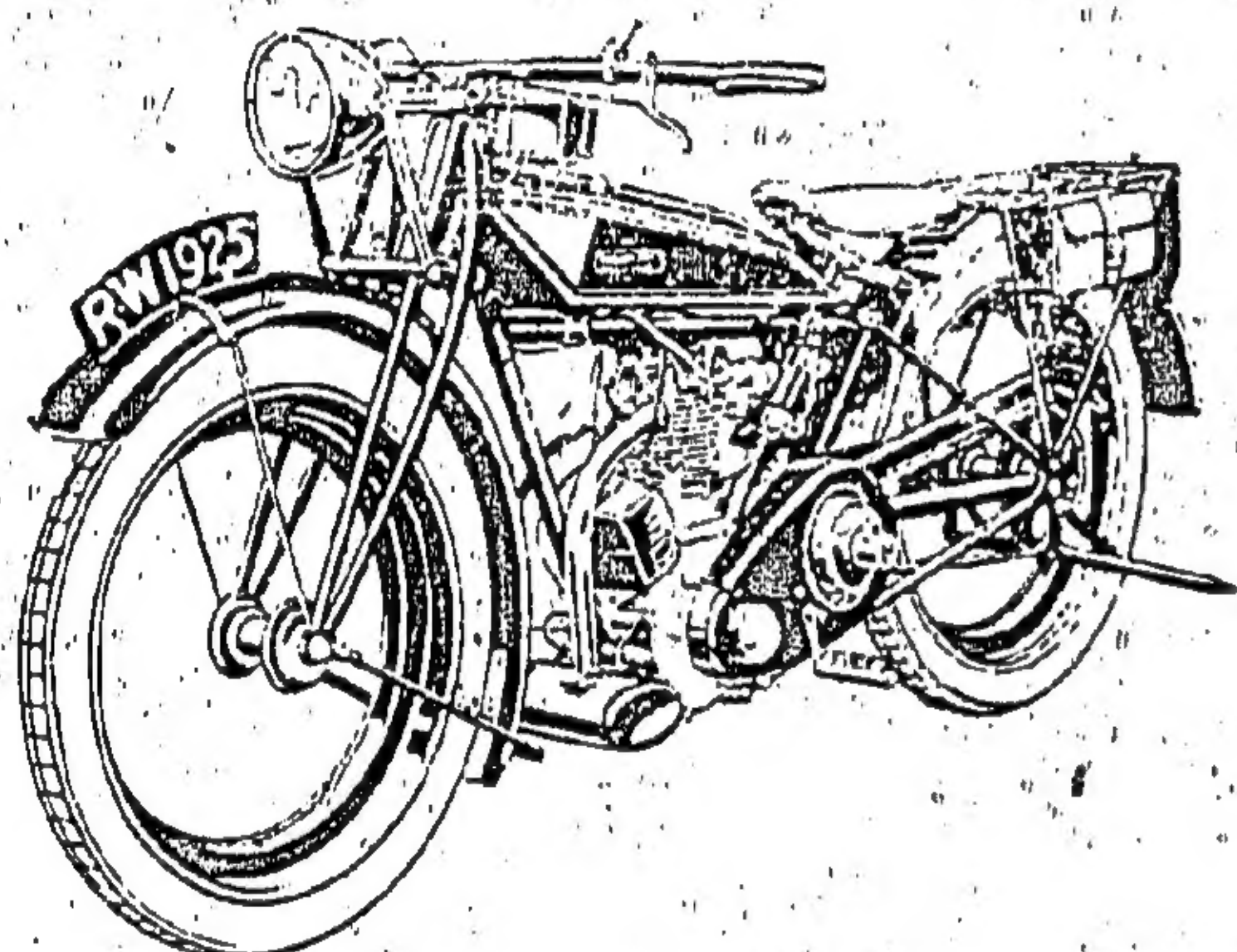
Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:
THE SINCERE CO.

Rudge-Whitworth Four Valve Four Speed

MOTOR CYCLES



ORDERS NOW BEING BOOKED FOR
A NEW CONSIGNMENT DUE
TO ARRIVE SHORTLY.

FULL PARTICULARS FROM
RUUDOLF WOLFF & KEW LTD.

54, Queen's Road, Central.

Phone C.2173.

SUPERCHARGING DEVICE.

SPECIALLY DESIGNED FOR RACING.



The engine of the Duesenberg that won the 500-mile race, showing the new supercharger. Inset, Pete De Paolo, winning driver.

A geared supercharger, or "tamed tornado," helped Pete De Paolo, famous racing driver, win the 500-mile Memorial Day race at Indianapolis and raise the speed record to more than 101 miles an hour.

This supercharger was designed especially for De Paolo's Duesenberg by Dr. S. A. Moss, research engineer at the General Electric laboratories here.

Practically every racer in the event had a supercharger to help

its engine draw in enough air and gas for the higher speeds. But the type used by De Paolo is said to be the latest and most improved of all.

This device, with a revolving compressor wheel making 30,000 revolutions a minute, fed oxygen into the engine at a pressure 10 pounds greater than normal atmosphere. This is said to be about twice the pressure given by any of the other types of superchargers used in the race.

GRAHAM BROTHERS TRUCKS.

REMARKABLE GROWTH IN FOUR YEARS.

Following closely the information that Graham Brothers produced more 1½-ton trucks than any other manufacturer during the first quarter of 1925, and ranked second in the 1-ton and 1½-ton fields combined, comes the announcement that their Detroit factory has again found it necessary to take greatly enlarged space.

One June 18, it is also announced; Graham Brothers opened a new Pacific coast plant in Stockton, California. Including Graham Brothers, Canada, Ltd. this gives them four factories.

The rapidity of Graham Brothers' growth is clearly indicated by the repeated increases in their space requirements which have much more than doubled each year since 1921.

The first Detroit plant, in 1921, had 13,000 square feet. During 1922 this was increased to 27,000 and during 1923 to 40,000. In May, 1923, they moved into a plant of 60,000 square feet more advantageously located with respect to Dodge Brothers from whom they obtain the engine for their trucks. Soon, still more space was required. First, 36,000, then 50,000 more square feet were added, and on June 1st, 1925, another move gave them 250,000 square feet.

Graham Brothers now have a space under one roof 400 feet by 600 feet in a steel and concrete building which was erected by Dodge Brothers during the winter of 1917 as an ordnance plant for the manufacture of recoil mechanism for 155 millimeter French heavy guns.

The new plant has been laid out for direct flow of materials, units and parts from the receiving docks through the various departments and stockrooms to the assembly line without any retracing or unnecessary handling.

Materials from the railroad cars are unloaded on covered platforms 400 feet long by 40 feet wide and conveyed down an aisle 24 feet wide by 540 feet long in the main building to the proper stock rooms or departments.

At the extreme end of this aisle and at right angles to it is the frame assembly line. While the frame travels a distance of 100 feet, wrong side up, on a conveyor, the necessary brackets are hot riveted in place and the springs and front and rear axles are attached.

The frame is then taken by a small overhead conveyor, turned right side up, carried through an enamel oven 200 feet long. The passage is timed at 30 minutes

AUTOMOTIVE TRANSPORTATION

CLOSE TO BOTH POLES.

It is customary to think of transportation near the North and South Poles as being confined almost exclusively to Malamute dogs and hardy reindeer.

But the spirit of the Twentieth Century has triumphed even in the regions of the "Midnight Sun," for motor cars are now plying regularly in close proximity of the Polar regions.

From Chitina to Fairbanks, Alaska, for instance—an approximate distance of 500 miles—seven Studebaker motor cars, belonging to the Richardson Transportation Company, make regular trips between the two points aforementioned, carrying passengers and baggage. Fairbanks, lying northwest of Chitina, is about 28 degrees from the North Pole, and close to the territory where Arctic explorers have "mashed" for years in quest of the "top of the world."

Proceeding south of the equator, we find that a Mr. Charles L. Donaldson has been driving and using a Studebaker motor car since 1916 in Tierra del Fuego. This locality is the southernmost point of South America.

An Argentine government mail carrier, Mr. A. Santucci, uses three Studebaker cars interchangeably in driving from Punta Arenas, Chile—a trifle to the north of Tierra del Fuego—to Rio Gallegos, Argentina.

Thus, almost 8,000 miles, due north and south, separates the two extreme points of the American Continents at which motor cars operate.

and the temperature is carefully controlled to insure proper baking of the durable, lustrous enamel.

As the frame emerges from the oven it is picked up by another overhead conveyor which takes it around a right angle turn and places it upon the final assembly conveyor. This conveyor is 400 feet long and travels about 4 feet per minute to produce 150 trucks per 9 hour day.

During the first 100 feet the wheels with tyres are mounted on the axles. Then, the chassis, still moved by the long chain, rolls onward on its own wheels. With the regularity of clockwork the various units are placed in position and the various bolts and nuts are securely tightened with special pneumatic wrenches.

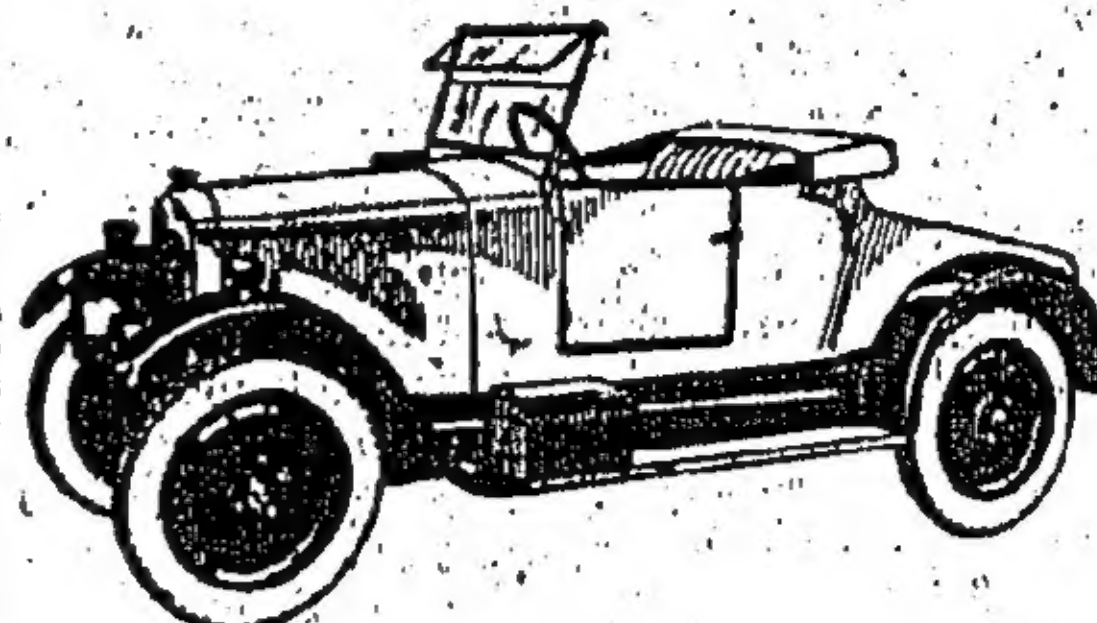
Inspection of the assembly line in full swing shows clearly how, with increased production and adoption of the assembly methods of Dodge Brothers, it is possible for Graham Brothers to deliver such exceptional truck value at a low price.

SINGER

BRITISH THROUGHOUT

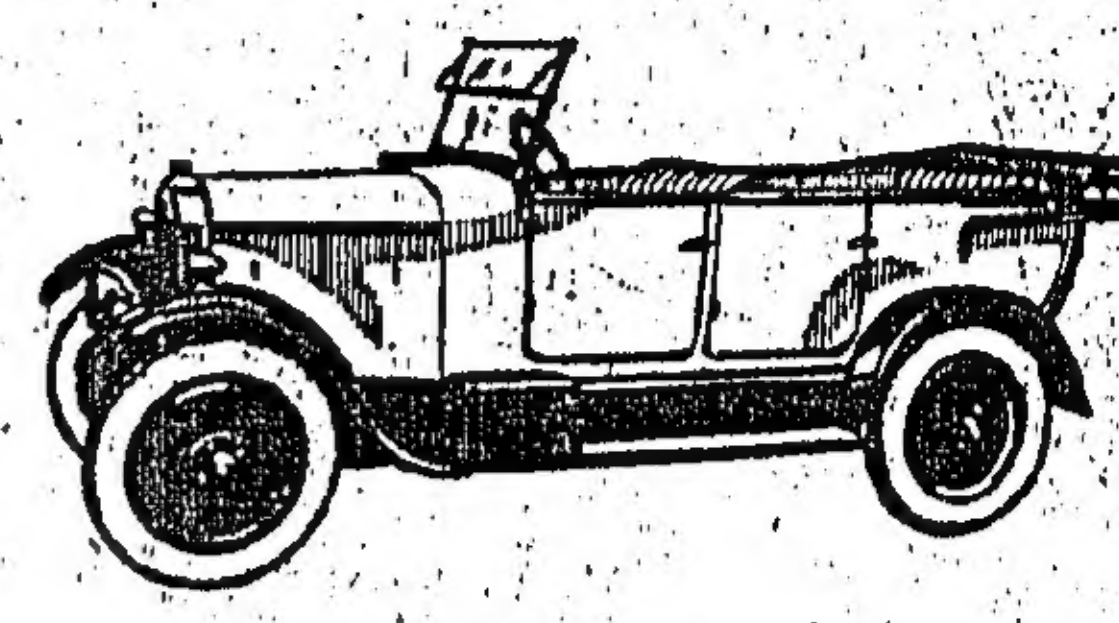
SATISFACTION — ECONOMY

(35/40 Miles per Gallon)



Two Seater "De Luxe"

£250.0.0.



Four Seater "De Luxe"

£260.0.0.

10 26 H.P. Four Cylinder. Overhead Valve Engine.
Complete with every refinement including DUNLOP CORD
BALLOON TYRES AND PNEUMATIC UPHOLSTERY.
ALL-WEATHER EQUIPMENT

Let Us Show Them To You!

GILMAN & Co., Ltd.

HONGKONG BANK BUILDING.

Leadership— and why

Graham Brothers impressive advance to first position in the 1½ ton truck field, and second in the 1 ton and the 1½ ton field combined during the first quarter of 1925—is explained by four vital reasons.

1. Distinct price advantage.
2. Pronounced quality advantage.
3. Dodge Brothers engine.
4. Substantial character of Dodge Brothers dealer organization.

Ordinary logic demands that these facts receive your immediate consideration if you have any need whatever for a truck.

1-TON CHASSIS:	U. S. Cy.
BB 130" W. B.	\$1,095
1½-TON CHASSIS:	
CB 140" W. B.	\$1,280
FB 150" W. B.	\$1,330
MBM 140" W. B.	\$1,345
LBM 150" W. B.	\$1,395
PASSENGER BUS CHASSIS:	
YB 150" W. B.	\$1,600

**THE DRAGON MOTOR CAR COMPANY,
LIMITED.**

33, WONG NEI CHUNG ROAD

HAPPY VALLEY.

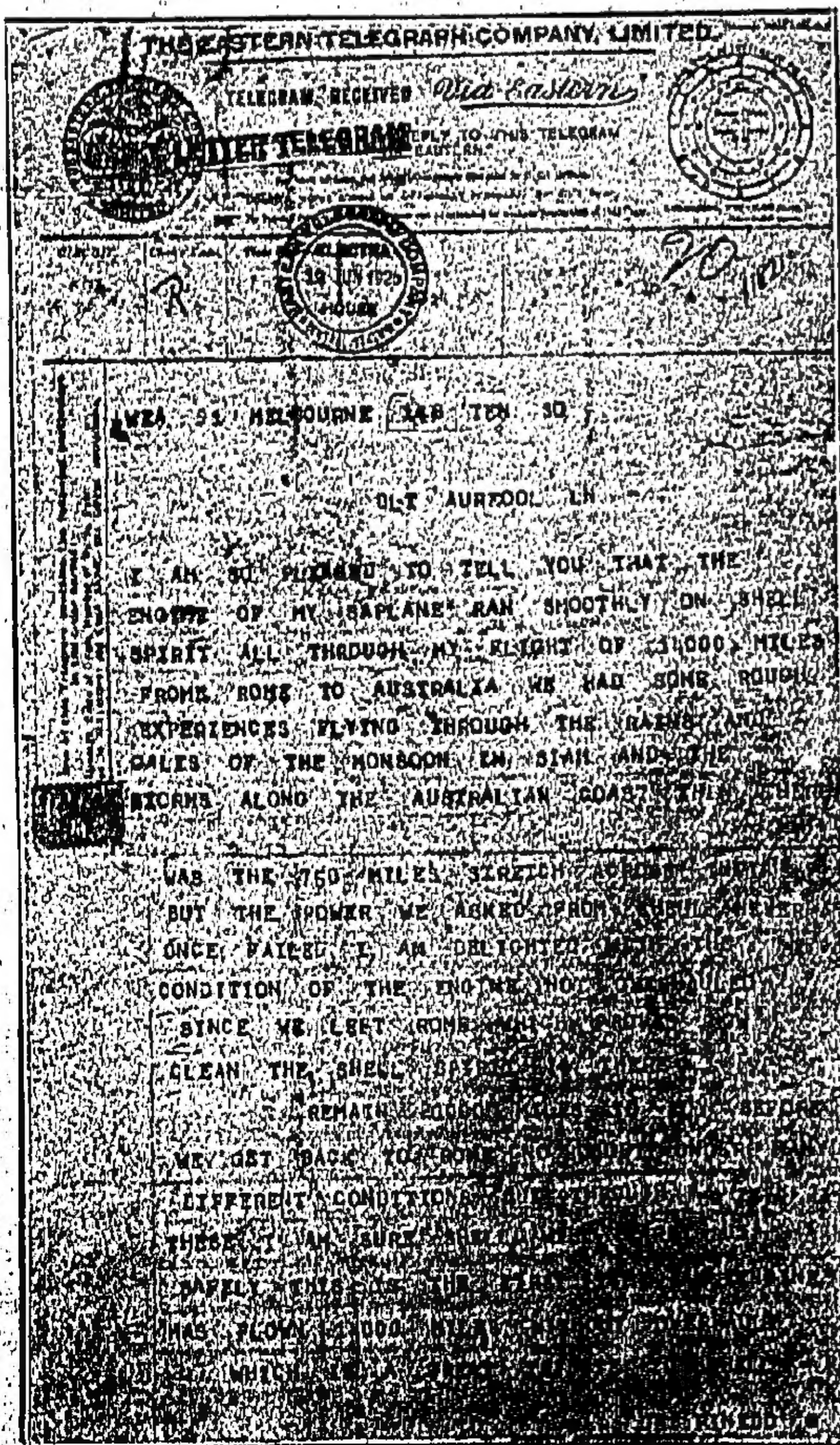
**GRAHAM BROTHERS
TRUCKS** SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

MADE AT DETROIT AND AT ONTARIO, CANADA.

MOST CLOSED CARS.
Most passenger car makers this year expect to have from 60 to 70 per cent. of the production enclosed. Only a half dozen or so are planning for less than 50 per cent. enclosed.

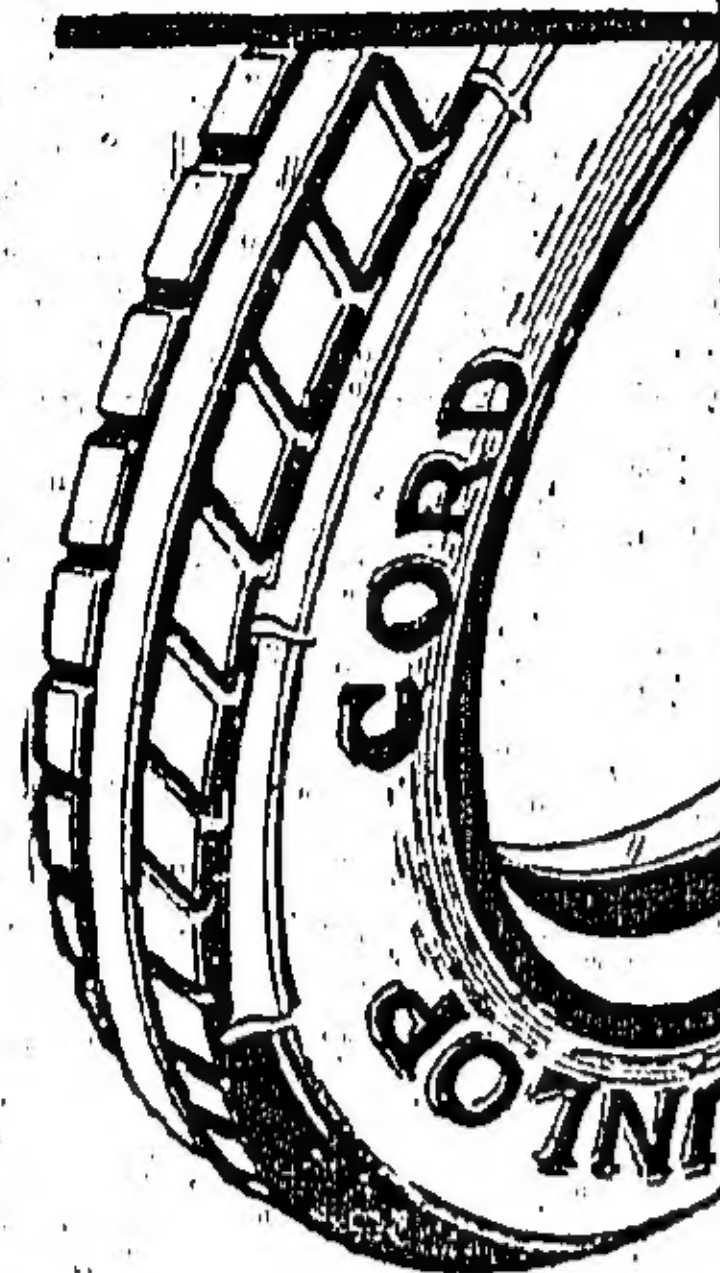
WEIGHT TAX PLANNED.
A bill in the New South Wales Legislature would impose taxes on motorists according to the weight of their cars, instead of horsepower. It would also double drivers' license fees.

TWO CONTROL FIELDS.
The two biggest automobile manufacturers produced 65 per cent. of all automobiles put out in 1924. Of course, Ford is the first of the two. And General Motors is second.



DUNLOP

CORDS



When purchasing a tyre
BE GUIDED BY THOSE
WHOSE BUSINESS IT IS TO
KNOW, AND WHO DO KNOW.

The fact that 95% of
British Car Manufacturers
fit DUNLOP tyres as
standard equipment is a
striking tribute to the
superiority of the Dunlop
tyre.

Behind the Car manu-
facturers' choice is their
practical knowledge of
tyres and tyre values.

FOLLOW
THE CAR MANUFACTURERS'
LEAD—THEY KNOW.

DISTRIBUTORS

HONGKONG HOTEL GARAGE.

Prest-O-Lite

THE OLDEST SERVICE TO MOTORISTS.

Volts	Amp. Hrs.	Tyre	Replacement for	Price Each.
6	8	65—M.R.	Harley, Indian, Henderson, Etc.	H.K. \$ 21.00
6	90	615—J.P.R.	Essex, Overland, Cleveland	H.K. \$ 41.00
6	100	615—J.P.R.	Hudson Templar, Maxwell	H.K. \$ 54.00
6	90	611—R.H.K.	Ford, Buick, Chevrolet, Gray	H.K. \$ 41.00
6	100	613—R.H.K.	Buick, Chandler, Oakland	H.K. \$ 52.00
6	157	619—R.H.K.	Cadillac, Lincoln, La Fayette	H.K. \$ 82.00
6	92	611—S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 55.00
6	112	613—S.H.K.	Studebaker, Hupmobile, Olds	H.K. \$ 64.00
6	135	615—S.H.K.	Cole, Haynes, Winton	H.K. \$ 72.00
6	160	617—S.H.K.	Paige, Packard, Pierce-Arrow	H.K. \$ 81.00
12	45	127—R.H.K.	Br. scoc. Kirt, Morris	H.K. \$ 63.00
12	50	127—S.H.K.	Dodge	H.K. \$ 73.00
12	70	129—S.H.K.	Morris-Oxford	H.K. \$ 93.00
12	92	1211—S.H.K.	White, Rolls and Loco	H.K. \$108.00
6	90	69—K.P.R.	Radio A	H.K. \$ 64.00
6	87	611—R.H.R.	Radio A	H.K. \$ 41.00
24	4500 M.A.	24—L.R.R.	Radio B	H.K. \$ 27.00



Storage
Batteries
for
Automobiles
Motorcycles &
Radio

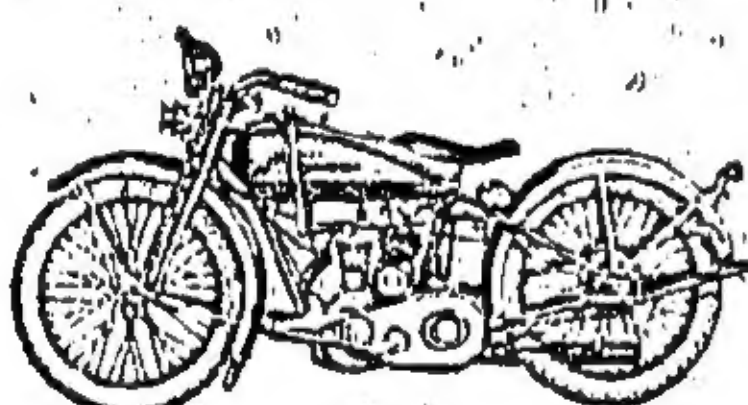
Distributors:—

Hongkong Hotel Garage

(The Hongkong & Shanghai Hotels, Ltd.)

Show Room, Tel. 4759.

Service Station Tel. 4602.



HARLEY-DAVIDSON LIGHTWEIGHT

The new 1926 Harley-Davidson Lightweight
350 c.c. single cylinder side by side valves.

According to the factory tests, this lightweight
machine in ordinary touring will do 55-60 miles
per hour, while consumption is at the rate of 100
miles to the Imperial gallon.

Kindly book your order now at the Gascon Motor
Co., No. 2, Kwong Wah Road, Kowloon (opposite
The Steam Laundry) as only a limited number
will arrive by the first shipment in September.

ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles,
Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

WINGED SAUSAGE.

The automobile of the future
will have the shape of a sausage,
completely enclosed, with wings
instead of mudguards, so that it
will be capable of flight. This is
the dream of Prof. A. M. Low,
famous British engineer.

AUTO-RACING BILL.

The annual bill in the Indiana
Legislature to prohibit holding of
the 500-mile classic on Memorial
Day is up again. Two years ago
it came near being law, but for
its veto by former Governor
McCray.

NEW BRITISH THREE-
LITRE CAR.

A SUPER-SPORTS MODEL.

A new 3-litre super-sports model
car has recently been introduced
by the Sunbeam Co., and has met
with a most enthusiastic recep-
tion. The Sunbeam Co. has
achieved so many outstanding
successes in the automobile world
that any new model emanating
from their works is bound to
create widespread interest.

In this new 3-litre Sunbeam,
racing car design is very closely
followed. The 6-cylinder over-
head valve engine has a bore and
stroke of 75-in.m. x 110 m.m.,
with the valves operated by two
overhead camshafts. Lubrication
is on the dry sump principle, two
pumps being provided and both
housed in the bottom half of the
crank case at the front of the
engine. The magneto is mounted
at the front of the engine, and two
inclined type carburetors are fitted,
each supplying three cylinders.
The engine, clutch, and
4-speed gear box are combined in
single unit. As on other Sun-
beam models, the brake equipment
comprises internal expanding
fabric faced shoes operating in
large steel drums on all four
wheels, and applied simultane-
ously by pressure on the pedal. The
hand-brake lever operates separate
brake shoes on rear wheels.

Although this new 3-litre has
been designed primarily as a high-
speed car it is a most tractable
model, and perfectly suitable for
touring, especially when a high
average speed is desired. With
this in view the comfort of
both driver and passengers is not
diminished by the design of this
engine and chassis. The suspen-
sion system is similar to that fitted
on the 20-60 h.p. model, semi-
elliptic front springs and full can-
tilver at the rear. Thus, com-
fortable riding qualities are as-
sured even at high for the chassis,
the coachwork and upholstery
embodying the usual Sunbeam
high standard of craftsmanship.
The front wings are of duralumin
and move with the wheels, thus
preventing mud and water being
flung out sideways when the
wheels are locked over.

On Brooklands track a speed of
over 90 m.p.h. has been accom-
plished, and this without dis-
comfort to the rear seat pas-
sengers. At slow speeds, and in
traffic, the car is easily controll-
able, and both acceleration and
deceleration are remarkably good.

U.S. ARMY AIR FORCE.

LATEST DEVELOPMENTS.

The United States army air
force has forced a number of
new developments in types of
machines by laying down spec-
ifications for planes and motors
that only could be reached
through new developments. One
of the most recent is the develop-
ment of a new corps observation
plane. Through keen competi-
tion of plane and motor man-
ufacturers, the army air service
obtained a new type plane which
exceeds the type formerly used as
observation planes in many re-
spects.

Elimination tests developed as
the winner of the Curtiss XO-1,
equipped with the new 500 horse
power motor recently developed
by the Packard Motor Car Com-
pany. This plane made a speed
of 158 miles an hour with full
load of machine guns, ammuni-
tion, fuel and oil for extended
flying, and two men, the pilot
and observer. It exceeds in speed,
climbing and cruising range any of
the observation planes now
available.

IMPERIAL AIRWAYS.

800,000 MILES FLYING.

To qualify for the Government
subsidy of £1,000,000, the Imperial
Airways were called upon to fly
800,000 miles during the first
year.

Despite a labour dispute depri-
ving them of one month's flying,
they have more than carried out
their obligations, and, to date,
have flown 825,750 miles.

To achieve such a record much
depended upon the engine employ-
ed, and it must be gratifying to
the Napier Co. to know that the
majority of engines used by the
Imperial Airways are Napiers.
One Napier engine has covered
more than 140,000 miles, and is
still on service, whilst four others
have over 100,000 miles each to
their credit.

MORRIS COMMERCIAL
CARS.

Not the least interesting ex-
hibit at Wembley this year is the
motor section in the Palace of
Engineering. Last year, Messrs.
Morris Motors, Ltd., exhibited
several models of their private
cars, but in view of the enormous
success achieved by the Morris
ton truck, Messrs. Morris Com-
mercial Cars, Ltd., are this year
staging their 1-ton commercial
vehicle. Eight finished models
together with a sectioned engine,
are being exhibited, as well as a
chassis mounted on a special
stand which turns so that it can
be viewed from every angle. This
display of a typically British
made truck is most attractive.
The finished models shown cover
every sphere of commercial use,
and emphasise in a most pleasing
manner the adaptability of the
Morris ton chassis exhibited
alongside.

STILL RUNNING.

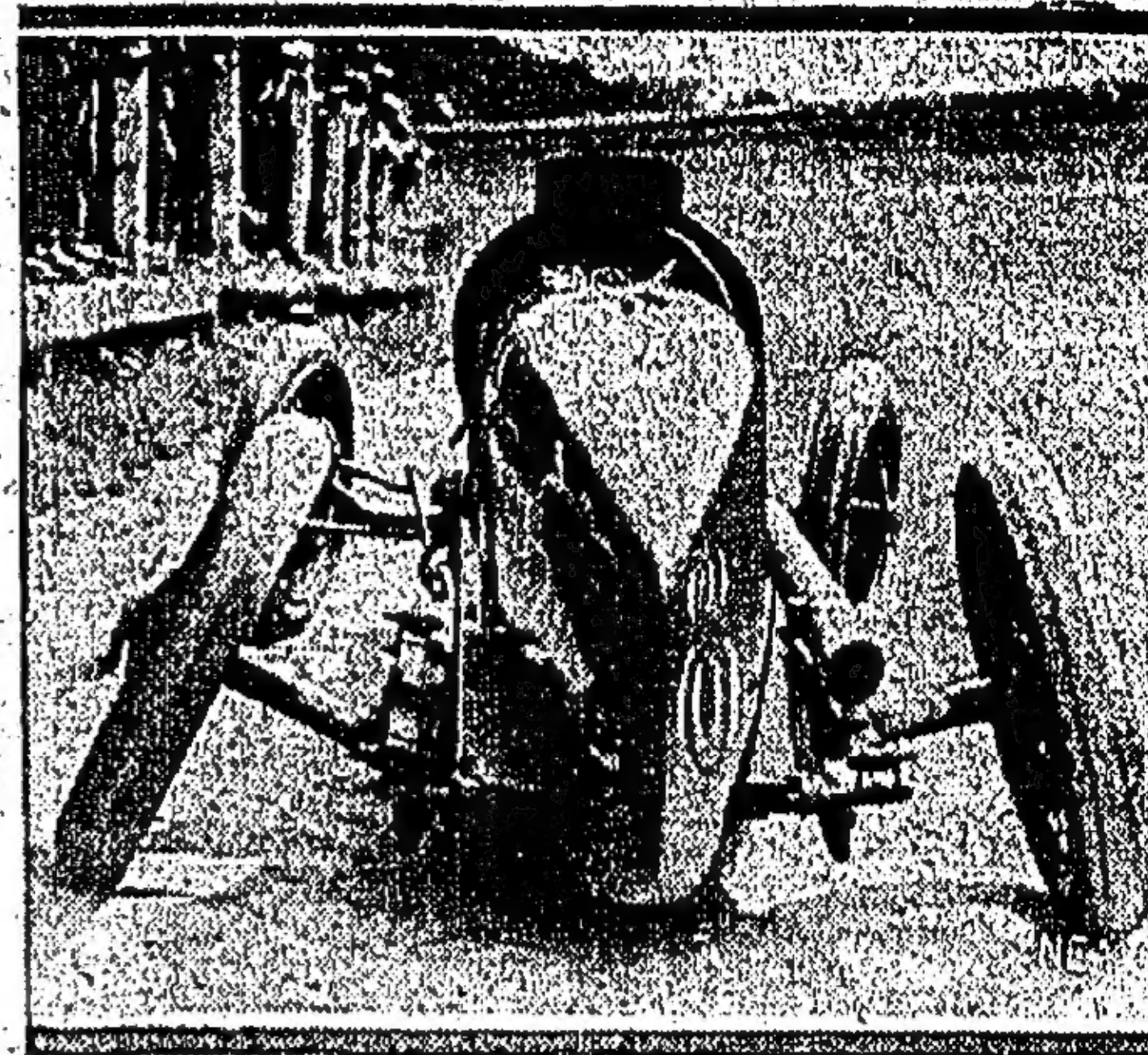
A CHAMPION OF 1900.

Considerable interest has been
excited recently in the Midlands
by the appearance on the roads
of the Wolseley car which was
the winner of the Voiturette Class
in the historic 1,000 Miles Relia-
bility Trial in the year 1900.

The ubiquitous Press photo-
grapher, realising that it was
exactly twenty-five years since
this car loomed large in the public
eye, evidently seized his oppor-
tunity, and it has been much
photographed and paragraphed in
the public Press.

Inquiry shows that it is still
jogging about very merrily,
though somewhat noisily, and
that it is capable of a speed of
about 26 m.p.h. That this old
Wolseley should still be running
about is a remarkable testimony
to the sound and solid way in
which British motor cars are
constructed.

AND NOBODY WAS HURT.



Leon Duray, auto race driver, was the principal in a
freak accident at the Altoona (Pa.) races. The rear axle of
his speeding machine broke, parting the differential and
letting the rear end of the car drag along the track. By a
lucky chance, he was uninjured.

LOWER PRICES DODGE BROTHERS
MOTOR VEHICLES.

DODGE BROTHERS, INC., announce
reduction in the prices of their
Motor Vehicles, both Passenger and
Commercial, with the exception of
the Roadster and Chassis, effective
August 17th.

These new prices come at a time
when DODGE BROTHERS product
has reached the highest peak of
mechanical perfection in its history.
They cannot be overlooked by
anyone who has the slightest
interest in the value his money
buys.

THE DRAGON MOTOR CAR Co.,
LIMITED.

33, Wong Nei Chung Road, Happy Valley.

BRILLIANT HOBBS.

HIS HIGHEST FIRST-CLASS SCORE.

GENTS V. PLAYERS MATCH.

London, Sept. 4.
The match Gentlemen v. Players, at Scarborough, was drawn.

The Gentlemen batted first and scored 270, to which Carr contributed 101.

The Players then went in and made 480 for three wickets, when the innings was declared closed. Hendren compiled 129 and Hobbs contributed 264, not out. This is Hobbs' highest inning in first-class cricket, his previous best score being 226, which he made at the Oval against Nottingham in 1914.

Tents' second innings produced 235, Tennyson being the highest contributor with 79.

YORKSHIRE V. SOMERSET.

Yorkshire beat Somerset by ten wickets. Somerset 235 (Lyon 78) and 147 (Young 54). Macaulay took 6 wickets for 45. Yorkshire 362 (Holmes 90, Oldroyd 62, Leyland 55). White took 5 wickets for 82. Yorkshire won by making 22 for no wickets.—*Reuter*.

The Final Positions.

London, September 4.
The following are the final positions in the County Cricket Championship.—

	Matches Played.	Percentage.
Yorkshire	32	85.66
Surrey	26	75.36
Lancashire	32	75.48
Nottingham	26	67.20
Kent	28	65.83
Middlesex	24	64.54

—*Reuter*.

MR. HARRY ORE.

EARNs HIGH PRAISE IN SAIGON.

Mr. Harry Ore, who has been on a month's holiday to Saigon, returned to the Colony on Wednesday by the s.s. Chantilly.

Whilst in Saigon, he gave a recital on the invitation of the Philharmonic Society and scored a great success. The programme was rendered additionally attractive by the contributions of M. Jacques Tricon, a talented violin-cellist.

In reporting the recital, which attracted a very large attendance, the Saigon *Republicain* says that it was a wonderful musical treat for the audience, there being a particularly happy choice of selections from the classical masters and modern Slav composers. Mr. Harry Ore is an exponent of great individuality. We do not say he is a virtuoso because that would imply a style of automatic mechanism. He clearly brings out each theme in strong manner, and his style is sure. He possesses a marvellous cleverness which does not exclude sentiment. One almost feels that Mr. Harry Ore cannot give enough of himself in any list of selections. Each note, each chord is for him a great rediscovery; playing for us he plays also for himself. He charms himself and so attains the end of charming us.

Mr. Ore told a *Telegraph* representative that he hopes to be able to give several recitals during the course of the coming season.

TO-DAY'S SHIPPING.

LIVE CARGO FROM HOIHOW.

The Harbour presents a busy scene to-day there having been eleven arrivals in the course of the twenty-four hours ending at nine o'clock this morning and many steamers being scheduled to leave during the course of the afternoon.

There were twelve departures yesterday, (five British) and the total number of vessels in port to-day is 92.

The Cheong Yue S.S. Co's Phrang brought a live cargo from Hoihow, comprising ninety bullocks, 210 pigs and ten crates of chickens.

A new weapon to slaughter cattle painlessly has been invented by Mmo. Simons, of Paris, founder of the League for the Protection of Animals. A dart from a gun is shot into the brain and death is said to be instantaneous and painless.

LEGAL RULES.

EXPEDITING COURT WORK.

The *Gazette* contains the draft of an Ordinance to amend the Code of Civil Procedure.

In the Objects and Reasons it is stated that by clause 2 of the bill section 4 of the Code is amended so as to introduce here the English practice rules up to date, in cases which are not provided for by the Code, instead of leaving the present date of the 31st December, 1911. This restores the law as it was prior to the passing of Ordinance 36 of 1911. Although a slight difficulty may occur in ascertaining the English Rules of Practice right up to date, it is thought preferable to bring our Rules or Practice up to date rather than to continue to work on a date which is now over 13 years old.

Clause 3 of the Bill empowers the presiding judge to order notes to be broken through the medium of a shorthand writer. This will tend towards saving time in the hearing of cases.

Clause 710 which is enacted by clause 5 of this Bill is intended to speed up procedure in the Supreme Court in interlocutory matters by conferring upon the Chief Justice power to delegate by rules of court to the Registrar the powers and duties of a judge in chambers.

LAWN TENNIS.

ONE WIN ALL.

New York, Sept. 4.

In the inter-zone final of the Davis Cup, Patterson (Australia) beat Lacoste (France) by 6/3, 6/4, 6/2.—*Reuter's American Service*. Borotra (France) defeated Anderson (Australia) 6/4, 6/3, 8/6.—*Reuter's American Service*.

ITALIAN FLIGHT.

DE PINEDO STILL DELAYED.

Rome, Sept. 4th.

Major De Pinedo has telegraphed from Manila that he is unable to resume his flight before the 10th instant owing to typhoons.—*Reuter*.

The opening rate of the dollar on demand to-day is 2s. 5.1/16d.

According to a warning received at the American Consulate General for Manila, the cyclone or typhoon which was over or near Naha is inclining northward.

Among the passengers departing to-day for Home by the s.s. Narkunda is Miss H. Irving, daughter of the former Director of Education.

An acknowledgment with many thanks and a receipt for \$94.14.8 has been received by Lady Pollock from Dr. Barnardo's Homes for donations and subscriptions from Hongkong.

Dr. Smalley returned to the Colony from Home by the P. & O. s.s. Karmala yesterday.

A District Court Martial, of which the President will be Major E. S. Halford, R.A., will assemble at Murray Barracks at 10 a.m. on Monday for the trial of Private Henry Barber 1st Battalion, The East Surrey Regiment.

Messrs. Carroll Bros. are in receipt of a cable from Singapore stating that rubber is now quoted at \$1.25 per lb; also that the Tambalak Rubber Estates, Ltd., has declared a final dividend of 12 per cent.

It is announced in the Government *Gazette* that H. E. the Governor has appointed Mr. Teo Seen-Wan LL.D., to be a Visiting Justice to the Po Leung Kok in place of the late Mr. Chau Siu-Ki.

It is notified in the *Gazette* that, at the expiration of three months The Asia Commercial and Development Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

A dispatch from the Secretary of State, published in the Government *Gazette*, states that Letters Patent were to come into force on the 1st of May last, formally elevating the Island of Cyprus to the status of a Colony. The offices of High Commissioner, Chief Secretary and King's Advocate have in consequence been altered to those of Governor, Colonial Secretary, and Attorney-General respectively.

FRENCH FLAGSHIP.

DEPARTS FOR EUROPE.

On completion of her term of service in Far Eastern waters, the cruiser Jules Ferry (flagship of Vice-Admiral Froehot, Commander-in-Chief of the French naval Forces at this station), departed this morning from Hongkong on her return to Europe.

It was more than two years that the Jules Ferry first came East. Then, it will be remembered, she had on board an interesting pictorial exhibition of French art and manufactures which was inspected with great interest by a large number of residents who availed themselves of the invitation extended by the officers to go on board. On the expiration of her term of service, she was to have returned to Europe two months ago, but the unexpected situation which has arisen in China has necessitated a delay. It was at first intended that the change of command, when circumstances had permitted of this, should be effected in Hongkong on the arrival of the relief cruiser Jean Michelet and the new Commander-in-Chief Rear-Admiral Basire. The Jean Michelet, however, has been delayed by a strike of workmen, in the dock at Saigon where she is being overhauled according to advice received here. Work is being rapidly pushed ahead at the moment, and it is expected that the new flagship will arrive in Hongkong before the end of this month. The Jean Michelet is a sister ship of the Jules Ferry, being of the same class and armament.

The steamer Cochinchine was yesterday sold by order of the Court, by Messrs. Hughes and Hough. She was purchased by Mr. Cheung Kwok-nam for the reserve price of \$45,000.

H. E. the Governor-in-Council has extended the rights, powers and privileges granted under the provisions of the Road Company's Tramway Ordinance, 1901, for a further period of one year from the 15th of December, 1925.

A correction received to the telegram printed yesterday regarding the battle on the Yunnan border between the forces of General Tang Chi-yao and General Fan Shih-sung shows that the attack was launched by the latter who, as reported, was heavily defeated.

UNIVERSITY OF HONGKONG.

Matriculation, Senior and Junior Local Examinations.

NOTICE IS HEREBY GIVEN that the Examinations will begin on MONDAY, December 7th, 1925. Forms of entry and copies of Regulations and Syllabus can be obtained on application to the Registrar.

Each entry form, duly filled in, must reach the Registrar together with the statutory fees on or before the 26th September as follows:—
Matriculation and Senior Local \$20 H.K. Currency.
Junior Local Examination \$12 H.K. Currency.

Candidates offering more than five subjects in the Matriculation, Senior and Junior Local Examinations will be charged an additional fee of \$1 for each subject so offered.

An additional fee of \$5 will be charged for each of the following subjects:—Urdu; Spanish; Japanese; Malay; Siamese; Russian; German; Norwegian; Higher Mathematics; Hygiene and Physiology.

The following Scholarships and Prizes, further particulars of which can be obtained from the Registrar, will be awarded on the results of the Matriculation and Local Examinations:—

(1) Two King Edward VII Scholarships of the value of \$40 per annum, open to British subjects only.

(2) One Peace Memorial Scholarship for Practical Farming and/or Horticulture of the triennial value \$1,250, open to British boys of pure white descent.

(3) Four Montargis French Prizes, two of \$50 and two of \$25.

Bound copies of Examination Papers, set at past Examinations, can be obtained from the Registrar. Price \$1 per set.

L. FORSTER,
Registrar.
Hongkong, September 3, 1925.

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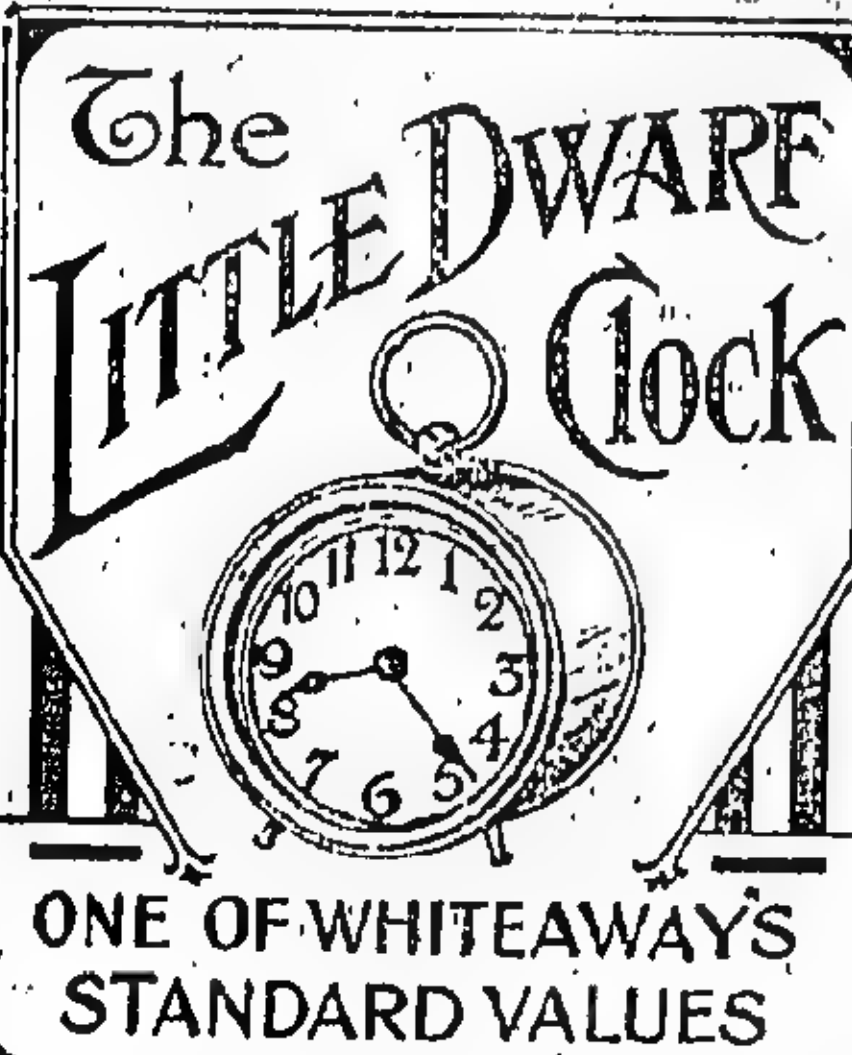
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Peking Demonstrators.



"Kill the British and Japanese" was emblazoned on the banners carried by these Chinese students in Peking. Thousands of them paraded to show their hatred of "imperialism" and their devotion to China's cause in the present trouble.

Villa's Last Fight.



The accompanying picture was taken at the Villa-McLarnin battle at Oakland, Calif. It shows Villa missing a right swing to the coast boy's chin. McLarnin caused a pugilistic surprise by winning the decision on points. Panchito Villa was suffering from serious jaw trouble, and had to be operated on after the fight, dying from the effects soon afterwards.

Oriental Guests.



Oversea visitors to Wembley were recently entertained by the Government. Our photograph shows Mr. and Mrs. Amory receiving visitors from India. ("Times" copyright photograph).

Miners Decide to Strike.



At a meeting of the United Mine Workers of America, held in Scranton, Pa., John L. Lewis, president of the union announced that unless the railroads and mine owners broke their combination against the mine workers the miners would be forced to strike. Left to right: Chris J. Golden, John Yorishin, Andrew Matvey, Oral Garrison, John L. Lewis, president of the international union, Thomas Kennedy, John Butler and Enoch Williams. A recent message announced the commencement of the trouble.

Scenes at Scopes Trial.



These views were taken towards the close of the Scopes evolution trial in Dayton, Tennessee. The top picture shows the prosecution table, with the late Wm. Jennings Bryan on the right. The middle photograph is of the twelve "good men and true" who formed the jury, that found Scopes "guilty." The bottom picture shows the defence table. Both courtroom views give an idea of the crowded conditions under which the trial was held. The final day's summing-up was delivered in the open-air, before a big crowd who partook of refreshments, necessitated by the hot weather prevailing.



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GEORGETTE SHAWLS.

There are some wonderful new shawls which are rivaling our Chinese and Indian friends. These new shawls are made of large squares of gold or silver tissue bordered with long strands of crudely coloured wools. Another idea is georgette worked with huge woollen or hand-painted flowers, edged with long loops of wool or feather fringes as the occasion demands. Real old lace arranged in gathers is also used as a border.

For evening wear there are "shawls" of fur, ermine for preference, or a pastel dyed pelt, with an all-covering silver or gold fringe.

Rather elaborate models are being trimmed with tails of fur. Cloaks look best with this kind of ornamentation; red squirrel, and mink tails make lovely furry looking borders. Ermine tails are also found in profusion arranged in geometrical patterns, circles of the white, part and circles of the black.

THE RETURNING WAISTLINE.

The embryo waistline claims the consideration of many women. Subtle means are adopted to show the normal waistline, quite often in the front only, allowing the back to fall straight.

Girdles which definitely break the line are quite taboo, sufficient excuse being found in patch pockets, flowing revers, tucks, and, of course, the promoter of the higher waistline, the bolero. If none of these devices appeals to you, there is always embroidery which has a marvellous way of disguising the necessary small pleats.

Beads are applied to this pink georgette frock in a manner that is different and quite charming. The wide band about the bottom of the skirt and the narrower one going up the front is made of closely woven fringes of iridescent beads. There is a suggestion of a fountain in these tiny cascades that catch the light and reflect it so delicately.



Three new evening wraps, the most in vogue being the one pictured on the left. It is a circular cape of green, gold and crimson brocade with a collar and stole of natural marten, and a lining of country velvet which drapes below the coat in graceful panels at the side. A very large and luscious rose nestles in the fur.

NOTES FROM PARIS.

Charming mackintoshes of pastel shaded crepe silk are being shown for wet summer weather. These are complete with thin white fur linings for colder days. Inserted panels of plaiting are a feature of these models.

A really strong, as well as beautiful evening shoe has made its appearance. It is fashioned of patterned corded silk and is adorned with strappings of gold or silver kid.

Patch pockets have come into their own again. Pleated affairs adorn plain frocks, while on more elaborate models we find pockets completely disguised with small buttons, or covered with mediæval embroidery.

Old-fashioned sash bows of hand-painted taffetas adorn many of the more demure frocks of crepe, and in many cases they are found at the normal waistline.

THIS WEEK'S RECIPE.

FRUIT WHIP.

What is called fruit whip is a dessert at once wholesome and of especial appeal to children, who find in it a liked change from the same fruit served whole.

In the fruit whip the pulp of a cooked or dried cooked fruit, like prunes, apricots, peaches very ripe bananas, or berries is mashed, and just before serving added to stiffly whipped egg-whites or whipped cream.

Although extremely simple and cheap, the fruit whip has all the appearance of a fancy or company dessert, especially when it is served in fancy glassware, and topped with contrasting spoonful of cream, jelly, or candied fruit.

If a similar mixture is made stiffer with gelatine, or when combined with whipped cream, packed into a mold and kept on ice for several hours, one has what is known as a "mouse" or "bomb."

In this richer and frozen form it may be the dessert of even the most elaborate dinner.

THIS WEEK'S RECIPE.

ORANGE SALAD.

Three oranges, 4 large seeded raisins for each serving, hearts of lettuce, French dressing.

Peel oranges and separate into sections, carefully removing the connecting tissue. Wash and crisp lettuce hearts. Open the hearts, making a bed of lettuce on individual salad plates. In the centre of each plate put four raisins, well plumped. Arrange the orange sections as radii from the raisins. Sprinkle lightly with paprika and pour over French dressing just before serving.



A new Autumn creation featuring the deep fur hem.

SNAKE-SKIN FOR FURNITURE.

Quite a new departure for snake-skin is trimming a suite of dining room furniture. The backs of the chairs, also the seats, and the whole of the Chesterfield are covered with this skin.

Flower holders are such necessary things that pretty ones are absolutely essential. Even the most fastidious people must be satisfied with the latest notion, which is rubber composition leaves, with tiny weighted holders of green fixed on to the end. There are wonderful rose leaves for roses which are undetectable from the real foliage.

PRETTY LINGERIE.

The very newest lingerie garments show very little lace and a charming simplicity of line. Heavy crepe de Chine, Milanese silk, and artificial silk stockinette materials are most popular. Pretty designs in fruit and flowers are cut out of contrasting colours, and embroidery-stitched round the outlines to the foundation. White, with corse cherries lilac with speedwell-blue floral trails, and many other variations are now being shown. These fascinating "undies," although they are as full of French chic in smartness of design as if they had come straight from Paris, are actually made in England; too, a criterion of what the best productions of the British drapery trade can be.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 2



BY AGATHA DERUSSEY.
OF THE ZIEGFELD FOLLIES.

Because I know beauty must come from the inside instead of the outside, I am extremely careful of my diet. During the summer I avoid all complicated mixtures of food and all highly seasoned dressings or sauces.

Once or twice a week, but no more, I have meat. The rest of the time I live on green vegetables, simply cooked or arranged in crisp salads. No desserts of cake or pie come my way, but I have all the fresh fruits and melons I want. Often I drink a glass of buttermilk or of sweet milk, and call it a meal.

By keeping my diet simple, I have very little to do for my complexion but cleanses it. And my weight stays down so well I don't have to worry about any extra pounds.

So my beauty creed is just "Watch your diet and your face and figure will take care of themselves."

FROM A FASHION NOTEBOOK.

The mode for hat and scarf to match has taken on a new lease of life, bring with it the return of the chin strap, and long velvet streamers. Scarves attached to the hat are most popular and these start from somewhere under the right-hand side of the brim, wind round the throat, and then fly away below the waist-line.

Another delightful combination is the trimming of hat and coat collar to match; frills may trim the crown of your hat with matching rows adorning your collar. If feathers are used, the plumage of the same bird is also found on your coat.

Turban-shaped hats are also amusing some women, who find it possible to swathe the scarf round their throats in any number of fascinating ways.

White shoes are ornamented with patent leather, in any colour to match your frocks. Intricate strappings of contrasting kid, ribbons, quaint gold-embossed buckles, patches of snakeskin, lizard, or shaded leather, are all seen.

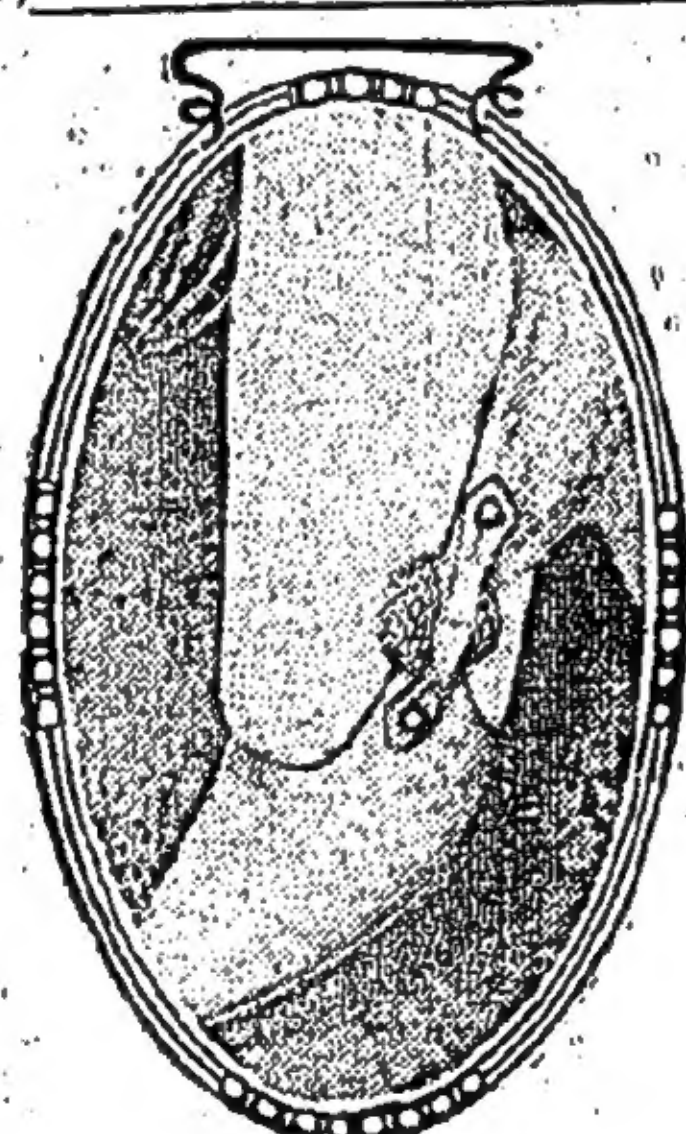
Varieties in sleeves are endless. Mousseline or crepe frocks boast of full affairs caught up below the elbow in masses, with tight rulers of the material finishing at the wrist with a little bow. For plain materials there are never-ending possibilities in gathers, which take up the fullness in unnecessary places, yet give the impression of width. Smocking is counted very chic at the moment. Half-sleeves, composed of tiny shaded frills, trim some frocks, also those of interlacing ribbon. Tight sleeves, look hopelessly old-fashioned beside all these novelties, but they can be cut up to the elbow, and completely renovated with some of the wonderful lingerie frills of muslin and lace.

AN OLD FASHION.

Crepe fabric is returning to favour. It is being used at present in a modified form as a trimming to duller fabrics, but it is also to be seen in the form of crepe de Chine which fashions whole dresses.

Many of the smart houses are making it up into wrap coats for wear on chilly days, and lining them with cosy quilted satin linings.

A NEW IDEA.



Here's a new place to carry your powder puff. It can fit neatly into your slipper, and become a decoration as well. If you disregard the utilitarian side entirely, the pumps are very attractive and the tiny gold box gives the effect of a new-fangled buckle, attached in a new-fangled way.

FANCIFUL TRIFLES.

China ornaments are admired in odd places. There are vivid parrots which perch on rings, to hang from the ceiling, while gargoyles peer from corners.

A labour-saving device are rubber bath mats, and the crepe rubber affairs, shown for the nursery. These are everlasting, and clean in a minute.

Table lamps have taken a most unexpected turn. A sprawling beetle, a hundred times his usual size, will light up.

More wonderful are the latest adventures in shell flower-making. The most successful are certainly anemones, in all their delicate colours, complete even to the little stamens, tiny coloured beads. Lovely branches of laburnum are made to secrete little lights.

There is a novelty in perfume bottles, these being exquisite little bottles containing just enough for one occasion. They are sold in little bunches of six or twelve.

CRETONNE FROCKS.

Frocks of cretonne have persistently appeared season after season for the last five years; now they are as important as the most expensive creations. Every possible pattern is reproduced, from dainty flowery affairs to those geometrically constructed, with the design improved with outstanding embroidery in minute threads, or wooden beads.

Ensembles of cretonne are counted very smart allied with crepe de Chine. The coats are lined and bound with this material, while frocks often boast of inlet crepe de Chine panels.

Dazzling tunics are also shown, and sleeveless slips or coats which when embroidered would make an old-fashioned furniture cretonne blush at its inadequacy. So successful has cretonne been considered that dressmakers give slim three-quarter coats a border of fur, and wonderful taffetas linings.

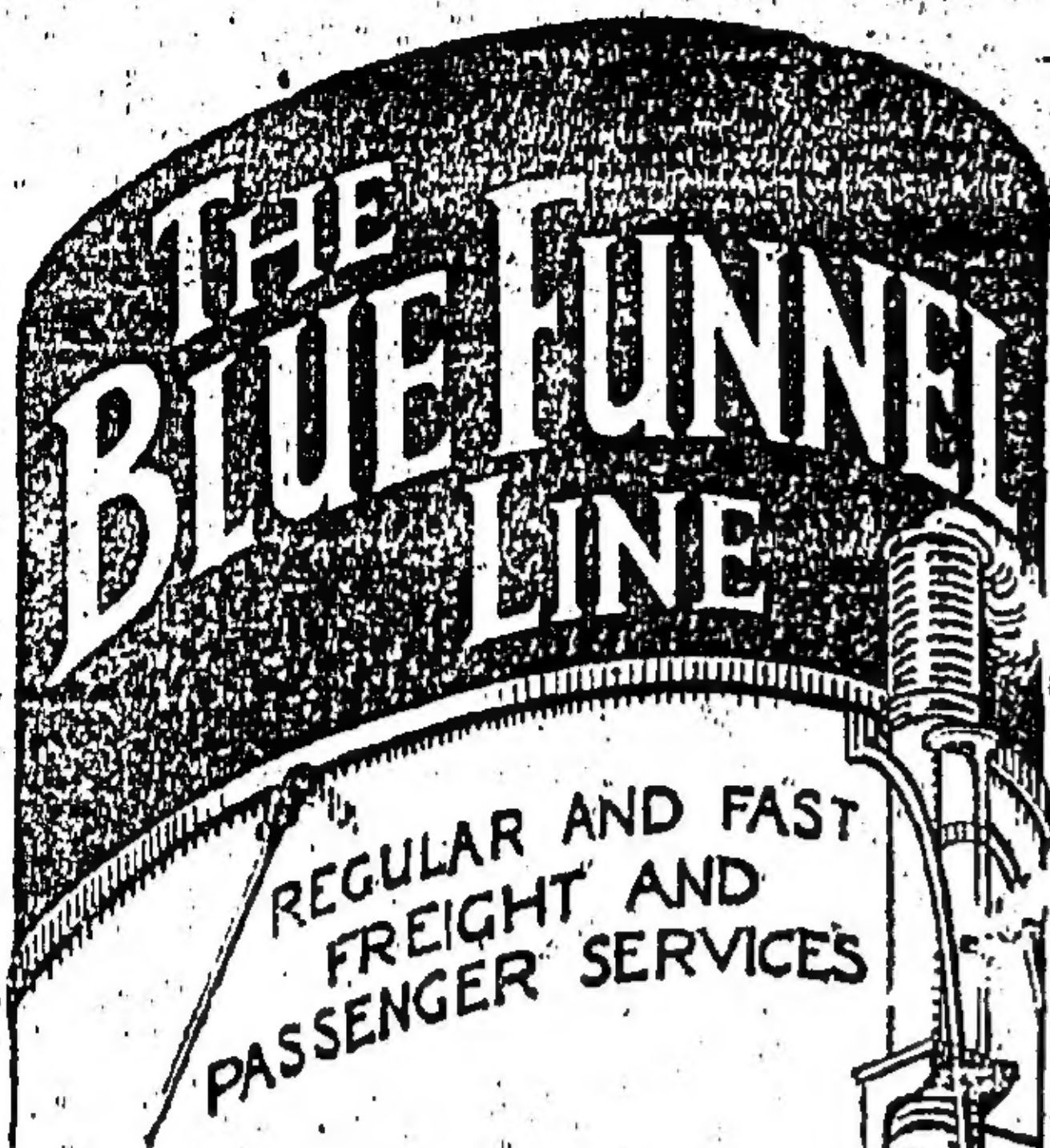
Millinery is invaded with cretonne ornamentations, the usual idea being application band adorning the crown, but as the sole material it is not considered attractive enough to fasten on a hat.

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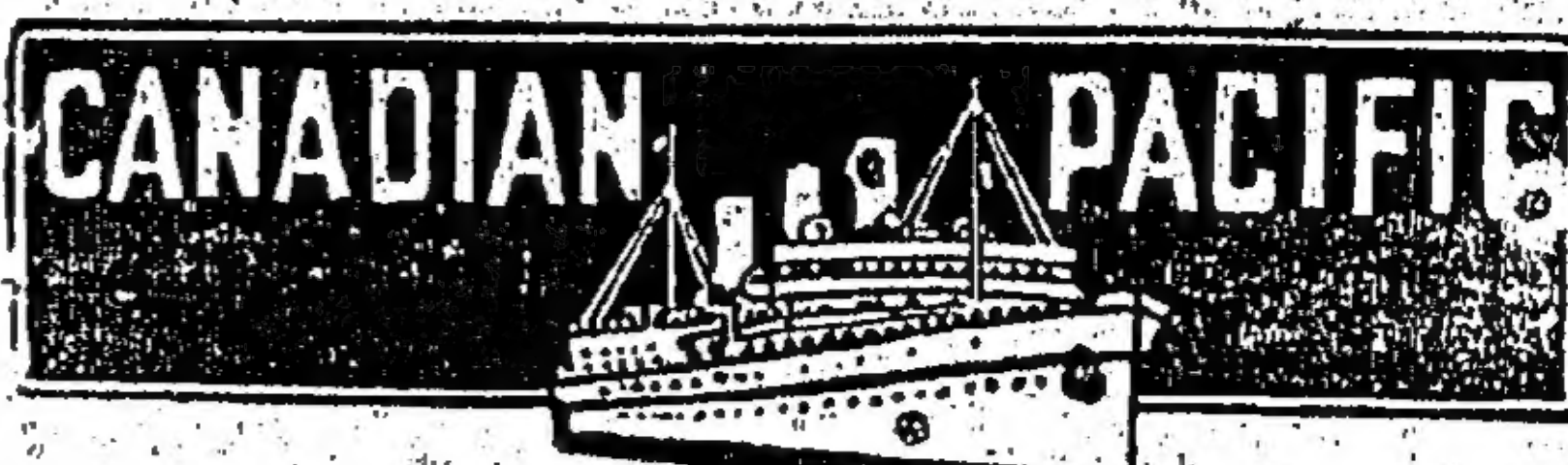
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Tjikarang	Batavia	6th Sept.	7th Sept.	Shanghai
Armanian	Java	6th Sept.		
Tjilboet	Japan	6th Sept.	9th Sept.	
Sawah Loento	Java	15th Sept.		
Gorjistan	Java	16th Sept.		
Tjilwong	Java	18th Sept.	20th Sept.	Amoy & Shanghai
Tjilalak	Batavia	19th Sept.	22nd Sept.	Shanghai
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Tjilbar	Japan	28th Sept.	30th Sept.	Batavia

†Via Macassar
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In connection with above Steamers are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon wharves delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2.00 p.m. To day, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 8th instant, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the Friday, the 11th inst. or they will not be recognised.

All damaged packages will be examined on Tuesday, the 8th instant at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

R. RODENFUSER

Agent.

Hongkong 2nd. Aug. 1925.

THE BEN LINE STEAMERS LTD.

S.S. "BENAVON"

at Keith, Middlebro', Antwerp and London.

S.S. "BENMOHR"

at Middlebro', Antwerp and London.

Consignees of cargo per the above-mentioned steamers are hereby notified that their cargo is being returned from Nagasaki per s.s. "IYO MARU" due Hongkong on or about 7th Sept.

GIBB, LIVINGSTON & CO., LTD.

Agents.



Holyoak Massey, & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C. 678.

AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE

SEATTLE & VICTORIA

SHAN HAI-KOBE-YOKOHAMA.

PRESIDENT JEFFERSON September 6th, 5.00 p.m.
 PRESIDENT GRANT September 18th, 5.00 p.m.
 PRESIDENT MADISON September 30th, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York
 2120-2112-110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

PRESIDENT GRANT September 10th, 5.00 p.m.
 PRESIDENT MADISON September 22nd, 5.00 p.m.
 PRESIDENT October 4th, 5.00 p.m.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland points also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

AMERICAN ORIENTAL MAIL LINE

Operated for

United States Shipping Board

by Admiral Oriental Line, Managing Operators
 Hongkong and Shanghai Bank Building, Ground Floor,
 Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

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OPERATED FOR

UNITED STATES SHIPPING BOARD

By Struthers & Barry, Managing Operators
 REGULAR FAST FREIGHT SERVICE

TO SAN FRANCISCO & LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE

23 days to San Francisco—28 days to Los Angeles.

U.S.S.B. "West Sequana" Due Hongkong 12th Sept.
 Leave Hongkong 13th Sept.
 Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

TO SINGAPORE, ZAMBOANGA & CEBU.

U.S.S.B. "West Prospect" Due Hongkong 10th Sept.
 Leave Hongkong 11th Sept.

Through bills of lading issued to all ports not served for full information apply to

STRUTHERS AND BARRY

Phone Central No. 3008. 1st Floor Queen's Building
 L. EVERETT, INC. J. Oram Sheppard
 General Agents. Res. Agent.
 Japan, China, Philippine Islands, Indo-China & Straits Settlement.

T.K.K. LINE



HONGKONG—SAN FRANCISCO LINE

via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
 Connecting at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

S.S. "SHINYO MARU"

(22,000 Tons Displacement)

will be despatched

Tuesday, September 8th, at Noon.

REDUCED FARE TO EUROPE

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU October 17th
 BOKUYO MARU November 28th
 Y. TSUTSU, Manager.
 Agent at Canton. King's Building.
 Messrs. T. E. G. RIFFITH LTD. Tel. C. 2874 & 2876

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Hongkong	Pro. arr. at Hong and Sailing for Shanghai	Pro. Sailing from Hongkong or Shanghai
AMBOISE	31st July	2nd Sept.	15th Sept.
CHANTILLY	14th Aug.	15th Sept.	29th Sept.
PORTOS	28th Aug.	29th Sept.	13th Oct.
D'ARTAGNAN	11th Sept.	13th Oct.	27th Oct.
ANGKOR	25th Sept.	27th Oct.	10th Nov.
ANGERS			24th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and free Doctor's attendance)
 1st Class £95.0.0 2nd Class £85.0.0 3rd Class £75.0.0
 1st Class £95.0.0 2nd Class £85.0.0 3rd Class £75.0.0

Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "YANG-TSE" from Dunkirk, London, Havre is due to arrive about 24th Sept.

For full particulars apply to

Messageries Maritimes Co. 3 Queen's Building.
 phone Central 74.

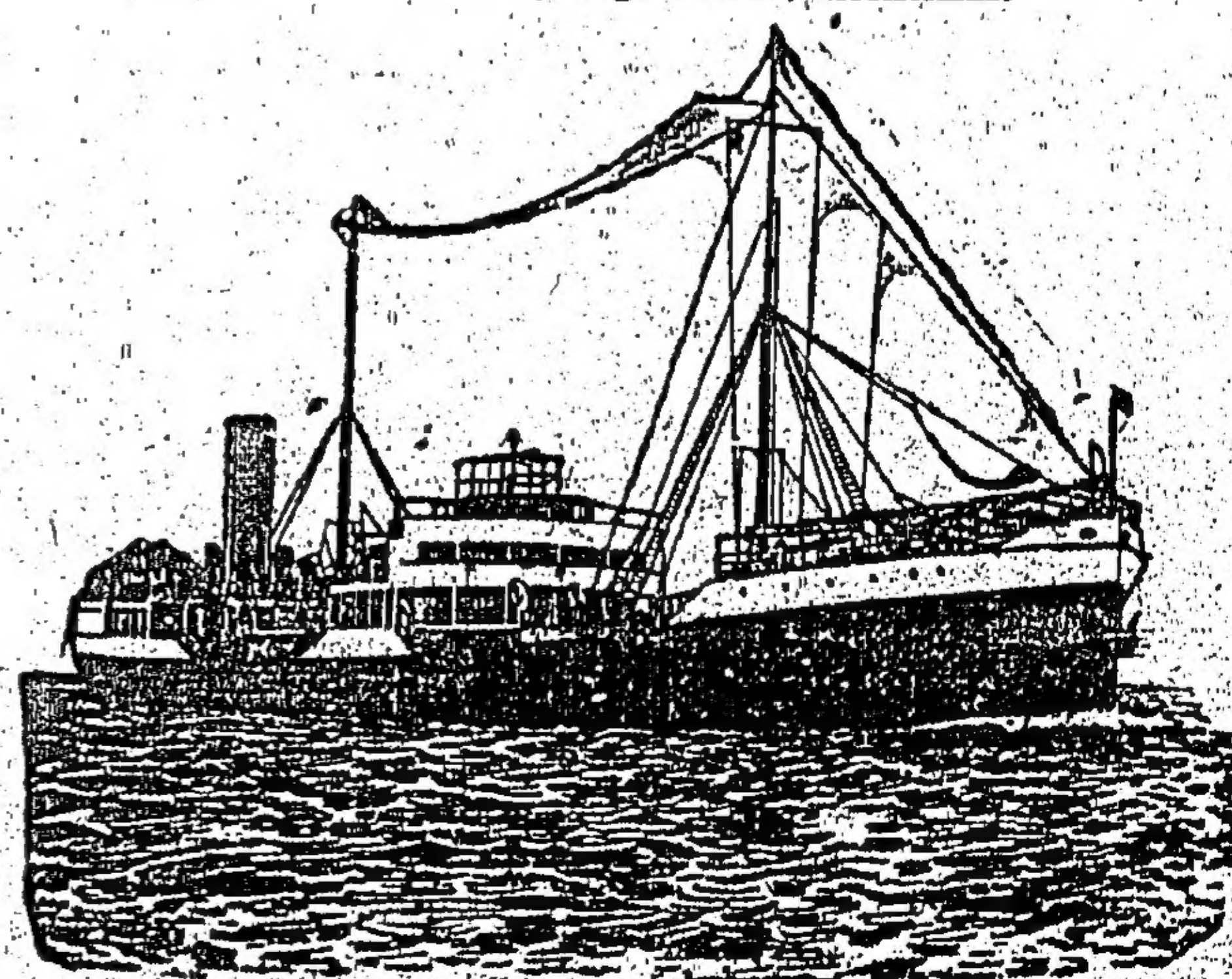
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.
 Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of a similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australia, and other Ports.

P & O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES
Taking Cargo on through Bills of Lading for S. Africa, Java and Burma, Ceylon India, Persian Gulf, Malacca, S. S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
SINGAPORE & ORIENTAL PORTS DIRECT ROYAL MAIL STEAMERS.
(Under Contract with the M. Government.)

Ship	From Hongkong	Destination
NAREUNDA	16,227	5 Sept. 4 p.m. Marseilles & London
JAYFIRE	5,318	11th Sept. S'pore, P'ang & B'bay
KRYER	9,114	19th Sept. Port Sudan, M'les, London, Hull & Antwerp
NAGPORE	5,83	24th Sept. Singapore & Bombay
KALAMALA	9,128	3rd Oct. M'les, London & Antwerp
SOLAN	6,696	14th Oct. S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct. Marseilles & London
SICILIA	6,813	26th Oct. S'pore, P'ang, C'bo & B'bay
ELIVA	9,35	31st Oct. Marseilles, L'don & Antwerp
MALWA	10,942	14th Nov. Marseilles & London
KALAMALA	9,128	24th Nov. M'les, London & Antwerp
KALAMALA	8,935	11th Dec. S'pore, P'ang, C'bo & B'bay
KALAMALA	10,911	12th Dec. Marseilles & London
KALAMALA	9,105	26th Dec. M'les, London & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, Enos and the Levant Ports. Steamers of the Royal Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

Ship	From Hongkong	Destination
THAWA	10,006	24th Sept. S'pore, Penang & Calcutta
TALAMBA	8,018	9th Oct. S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	From Hongkong	Destination
ARAFURA	6,000	7th Oct. Manila, Sandakan, Thure.
ST. ALBANS	4,511	4th Nov. Island, Newcastle, B'bane.
TANDA	6,948	2nd Dec. S'pore and Melbourne.

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Ship	From Hongkong	Destination
KALAMALA	9,128	6 Sept. 6 a.m. Shanghai, Moji & Kobe
TALAMBA	10,006	9th Sept. Kobe
ARAFURA	6,000	12th Sept. Moji, Kobe & Yoko.
MALWA	9,128	18th Sept. Shanghai Moji & Kobe.

All dates are subject to change without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. TRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLEN SHIRE	22nd Sept.	GLENIFFER	8th September
GLEN APP	1st Oct.	L'don, R'dam & H'burg via Oran.	
CARMATHENSHIRE	15th Oct.	GLEN MOY	3rd October
GLENICE	1st Nov.	L'don, Rotterdam & H'burg.	
C. P. VVO SHIRE	12th Nov.		
GLENBEG	26th Nov.		

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

THE GLEN LINE LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

Ship	From Hongkong	Destination
S.S. "LAMEDON"	via Suez Canal	1st Sept.
S.S. "PEI ET S"	via Suez Canal	7th Sept.
S.S. "MALVERNIAN"	via Suez Canal	19th Sept.
S.S. "TRUCER"	via Suez Canal	28th Sept.
S.S. "WALTON HALL"	via Suez Canal	7th Oct.

Call at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd. CANTON

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID

BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ... 31st Aug.

ISLA DE PANAY... 28th Oct.

LEGAZPI... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY... 9th Oct.

LEGAZPI... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stowage and Doctor carried.

For particulars of freight or passage apply—

OLEO...
Tel. 1331. Alexander Building, Hongkong.

O. D. BARRETT, Ltd., 108, Centre Avenue, B. C.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Connections in U.S.A. and Canada.

Through passage rates to Europe via America 0. 1400. G. 1420. G. 144

Ship	From Hongkong	Destination
IYO MARU	...	Wednesday, 16th Sept. at 11 a.m.
SHIZUOKA MARU	...	Friday 2nd Oct
MARSEILLES, LONDON & ANTWERP	...	via Singapore & Ports.
KASHIMA MARU	...	Friday, 11th Sept. at 5 p.m.
HAKONE MARU	...	Friday, 25th Sept. at 5 p.m.
SUWA MARU	...	Friday, 9th Oct at 5 p.m.
HAMBURG via LONDON & ROTTERDAM & Ports.	...	Monday 21st Sept.
DAKAR MARU	...	Monday 21st Sept.
LIVERPOOL via ADEP & MARSEILLES GLESGOW	...	Sunday, 13th Sept.
TOBA MARI (Calla Saigon)	...	Sunday, 13th Sept.
SYDNEY & MELBOURNE via Manila & Ports.	...	Wednesday, 23rd Sept.
TANGO MARU	...	Wednesday, 21st Oct.
AKI MARU	...	Friday, 11th Sept
NEW YORK and/or BOSTON via PANAMA.	...	Monday, 7th Sept.
MAYEBAHI MARU	...	Monday, 7th Sept.
BENGOAL MARU	...	Monday, 7th Sept.
HUENUS AIRES via Singapore, Durban & Cape Town.	...	Thursday, 17th Sept.
HOMRAT via Singapore & Colombo.	...	Thursday, 17th Sept.
RANGOON via Singapore & Penang.	...	Thursday, 17th Sept.
NAKASAKI, KOBE & YOKOHAMA.	...	Thursday, 17th Sept.
AKI MARU	...	Thursday, 17th Sept.
SHANGHAI, KOBE & YOKOHAMA.	...	Thursday, 17th Sept.
MITO MARU	...	Saturday, 5th Sept.
FUJIMI MARU	...	Sunday, 6th Sept.
TUMBA MARU	...	Tuesday, 15th Sept.
HAKOZAKI MARU	...	Tuesday, 22nd Sept.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails 2nd Sept.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING

TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,

VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ESQUILINO" ... Sails about 26th Aug.

S.S. "GRANIA" (cargo only) ... Sails about 10th Sept.

S.S. "DUCHESSA D'AOSTA" ... Sails about 12th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ESQUILINO" ... Sails about 7th Sept.

S.S. "DUCHESSA D'AOSTA" ... Sails about 31st Sept.

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COAST SHIPPING.

THE BANK LINE, LTD.

Agents for the following Services.

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AMERICAN & MANCHURIAN LINE

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S.S. "MALVERNIAN" via Suez Canal 19th September.

S.S. "WALTON HALL" " " 7th October.

BOSTON, NEW YORK & NEW ORLEANS

AMERICAN & ORIENTAL LINE

Loading for Manila, Boston, New York.

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AMERICAN & ORIENTAL LINE

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"ELLERMAN" LINE

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MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

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ORIENTAL AFRICAN LINE

S.S. "SURAT" sails Hongkong Middle November.

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Through Bills of Lading issued to Beira, Quillimaine, Ibo,

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Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

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AUSTRIAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month, by "City

of Palermo" or "Malatian" to Java, Fremantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services

For freight or passage on any of the above lines, apply to—

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Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This vessel will sail hence on her maiden

voyage on 25th September, at 4 p.m.

FOR

MANILA, PORT BANGA, AUSTRALIAN ISLAND AND

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Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

This New Vessel is fitted with the Finest and Most Up-to-date

First and Second Class Passenger Accommodation.

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Operated for

UNITED STATES SHIPPING BOARD

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U. S. S. B. Oakridge Sept. 27th.

For Portland via Japan Ports.

U. S. S. B. West O'rowa Oct. 1st.

Also calls at Zamboanga

All sailings subject to change without notice.

Through Bills of Lading issued to all rail overland Points in the

U. S. A. also to New Orleans, Savannah, Charleston,

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TO DAY
at 2.30, 5.15, 7.15 & 9.15

REGINALD DENNY

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THE GREATEST COMEDY HIT
OF THE 1925 SEASON

I'LL SHOW YOU THE TOWN

TO-DAY
at 5.30 & 9.15

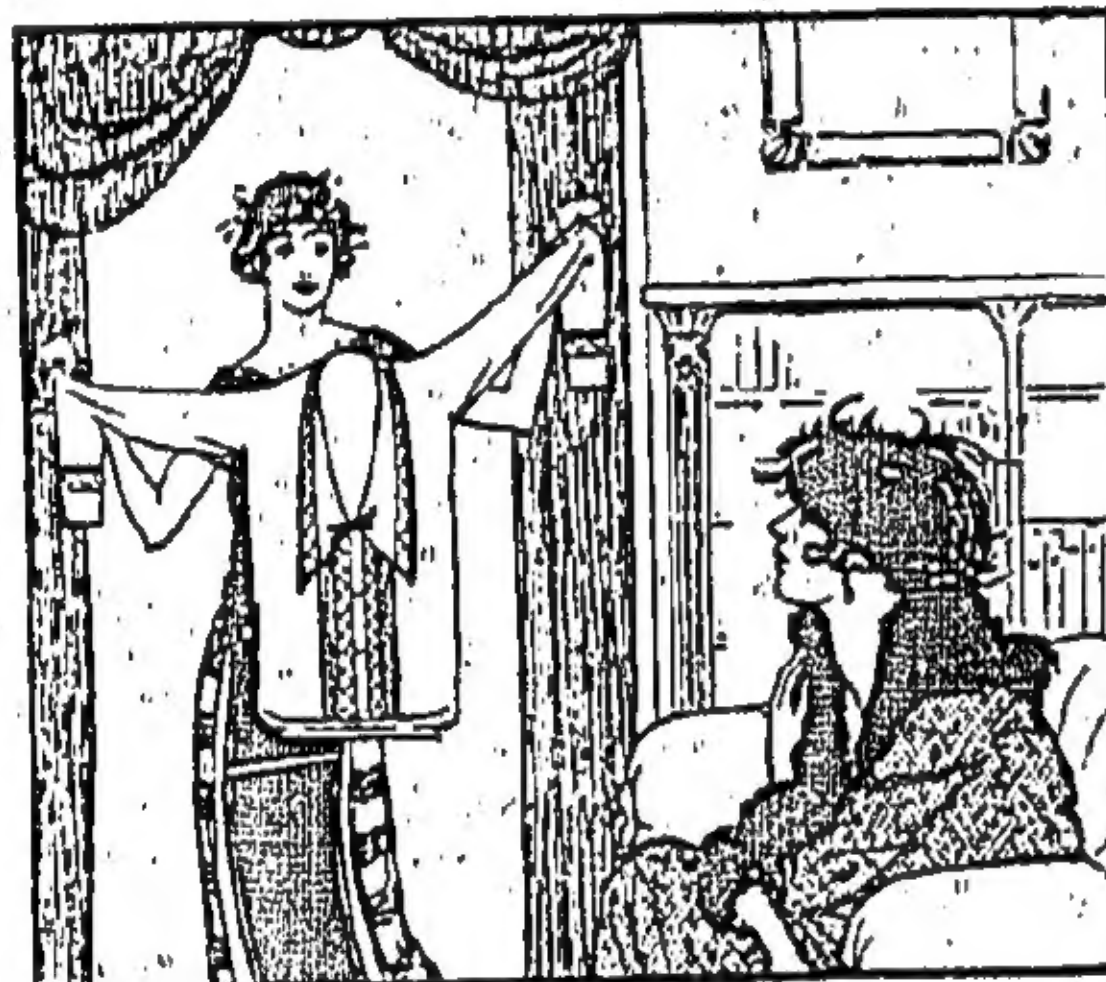
KATHERINE MACDONALD

IN

"WHITE SHOULDERS"

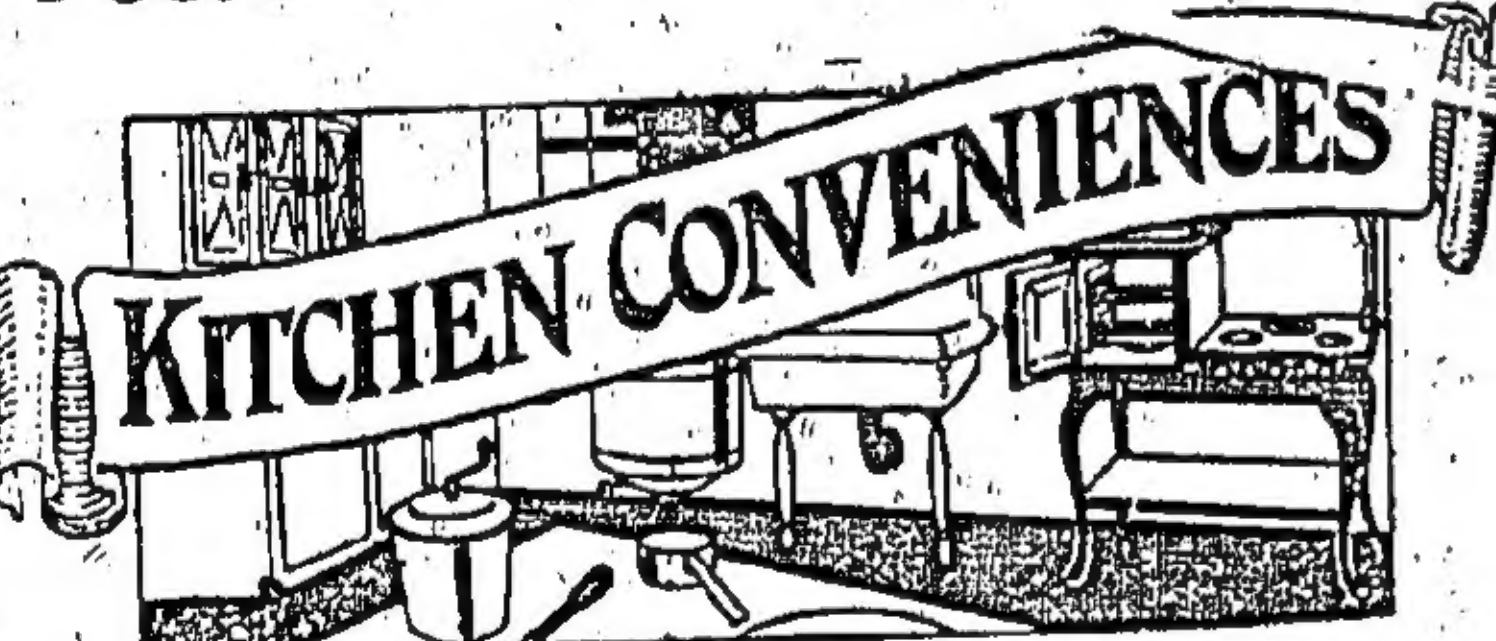
STAR

"OF COURSE IT
LOOKS NEW! I
SENT IT TO
THE EXPERT
CLEANERS"



The INTERNATIONAL DRY-CLEANING & DYEING CO.
19, WYNDHAM STREET. Agents CASSUM AHMED & CO.,
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C. E. WARREN & CO., LTD.
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Cooking Ranges, Sinks, Laundry Boilers,
Porcelain Tubs, Enamel Buckets, etc.

ALL OUR APPLIANCES ARE OF THE FINEST MAKES

SHOWROOM

CHINA BUILDING (Facing Queen's Theatre)



"ASK YOUR CLUB FOR DON"

Back on the market again the first
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Don was the favourite of con-
noisseurs in pre-war days. You'll like
its delicate, matured flavour!

If your club has no stocks, ask them
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Sole Agents:

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PERCY FRANKLIN, at 11, Ice House Street, in the City of
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Newspaper Composers.
Apply—

MANAGER,
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WANTED. — European Chef
required for Officers Mess
references required. State wages
Apply Box No. 1381 care of
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WANTED, on Jan. 1st, 1926,
fully furnished house or
apartment, preferably Middle
Level. Quite willing to consider
other localities. Short or long
term lease immaterial. Apply
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Telegraph."

PREMISES WANTED.

WANTED from beginning or
middle October, small house
or furnished flat on Peak or mid-
level. Apply Box No. 1379
c/o "Hongkong Telegraph"

POSITION WANTED.

WELL-educated Chinese in
English, Spanish, may take
any place in Commercial Line,
such as Translator, Interpreter,
Clerk, Representative, Travelling
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Also European Lady, experi-
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such as Teacher, Songs-teaching
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Interpreter or firm. Apply Box
No. 1380 care of Hongkong
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Residence with full board from
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provements, business under Euro-
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MRS. McEWEN. — Profes-
sional nurse is prepared
to undertake any cases. Mid-
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Eight large rooms, Bath Rooms
modern conveniences. Garden,
Tennis court. For particulars
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each with kitchen servants'
quarters and bath room, fitted
with flush system. Garages
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TO LET. — Spacious Godown
at 9a Duddell Street. Apply
H.M.H. Nemazee, Princes Build-
ing.

TO LET. — European Flat in
No. 7 Jordan Road, Kowloon
3 good sized rooms with Kitchen
and bath room fitted with all
modern conveniences and flush
system besides commodious ser-
vants' quarters. Possession from
1st September 1925. Apply to
J. M. Wong, 38, Connaught Road
Central.

GODOWN TO LET, in Alex-
andra Buildings. Apply
Secretary, A. S. Watson & Co.,
Limited.

TO LET. — One European flat,
Wanchai Gap Road, Hong-
kong. Apply to 32, Kennedy
Road.

TO LET. — Spacious suite of
Offices 2nd floor, Chartered
Bank Building (11th). Apply to:
Linthead & Davis, Alexandra
Buildings.

TO LET

ON or about March 1926 whole
flat or spacious suite of offices
in the "French Building" ex-
"Victoria Building" No. 5
Queen's Road Central (between
Chartered Bank and Mercantile
Bank.)

Apply to: Banque de l'Indochine
Chater Road.

THEATRE ROYAL

Wednesday 9th, Thursday 10th, Friday 11th,
Saturday 12th. at 9.15 p.m.

WALLINGFORD TATE & JACK CRICHTON

PRESENT

"THE BROADCASTERS"

MUSICAL AND COMEDY COMPANY

IN

MINIATURE REVUE

SOMETHING OF EVERYTHING

AND

EVERYTHING OF THE BEST

Admission \$3. \$2. \$1.

Booking at Moutries.

REPULSE BAY HOTEL.

DINNER DANCE

SATURDAY 5th, SEPTEMBER and
EVERY SATURDAY

From 8 p.m. to 12 midnight.

TABLES MAY BE RESERVED.

Dinner Dress.

The Hongkong and Shanghai Hotels Ltd.

FOR SALE

FOR SALE. — "Pressman" Re-
flex Camera (34 plate); 4.5
Aldis-Butcher lens. In excellent
condition; little used. Bargain
at \$30 cash. Can be seen at Lee
Fong's photographer's shop, No.
7, Wyndham Street.

LOST.

LOST. — Near Central Police
Station on Monday 31st.
August, a young Alsatian Wolf
Hound. Will under please return
to Government Civil Hospital.

THE HONGKONG SMALL INVESTORS'
SHARE & REAL ESTATES CO.

FOR SALE. — Going concern,
goodwill and fully furnished,
boarding house, or private hotel.
Sacrificed for health reasons.
Sale price recovered one year.
Small Investors. Teloph. 4630.

NOTICE.

CAFE WISEMAN.
Deliveries of Bread can now be
made in the following districts
daily:—
Kowloon, Happy Valley, Conduit
Road, Robinson Road, Kennedy
Road, MacDonnell Road, Queen's
Gardens, May Road, Peak Road.
For the time being deliveries
will be made between
9 a.m. and 4 p.m.
LANE, CRAWFORD, LTD.
Hongkong, August 20, 1925.

THE BANK OF EAST ASIA
LTD.

NOTICE IS HEREBY GIVEN
that an interim dividend of \$3.00
per share has been declared for
the HALF YEAR ending 30th
June, 1925.

The Dividend will be payable
on and after MONDAY, the 14th
September, 1925, at the Office of
the Company, where Shareholders
are requested to apply for War-
rants.

THE REGISTER OF SHARES
of the Company will be closed
from MONDAY, the 7th Septem-
ber, 1925, to SATURDAY, the
12th September, 1925 (both days
inclusive) during which period
no transfer of shares can be
registered.

By Order of the Board of
Directors.

KAN TONG PO,
Chief Manager.
Hongkong, 25th July, 1925.

LAMMERT'S AUCTIONS

PUBLIC AUCTION

The undersigned have instruct-
ions from J. Bartholomew
Esq. to sell by Public Auction on
Monday the 7th, Sept. 1925,
commencing at 3.30 p.m.
at No. 523, The Peak

A Quantity of Valuable House-
hold Furniture comprising:—
Chesterfield Couch and Arm-
chairs, Mahogany China Cabinet,
Mahogany Tables, Curtains,
Etchings, Standard Lamps,
etc., etc.,
Teak Extension Dining Chairs,
Teak Sideboard, Dinner Wagon,
Writing Desks, Bookcases, Glass
Cabinet, etc., etc.,
Fine Teak Twin Bedsteads,
Teak Wardrobe with Electric
Fittings, Teak Shoe Cupboard
with Electric Fittings, Dressing
Tables with Bevelled Mirror and
Electric Fittings, Chests of
Drawers, Carpets, Rugs, etc. etc.
also

One Mahogany Cabinet Gram-
phone
One Fine Carpet
Two Fine Inverted Ceiling
Lights

and
A Selection of Canton Black-
wood Ware

Terms—Cash on Delivery.
Catalogues will be issued
On View from Sunday the 6th
September 1925

LAMMERT BROS.,
Auctioneers.

BY ORDER OF THE
MORTGAGEES.

PUBLIC AUCTION

of the
Valuable Leasehold Property
situate at
Mongkoktsui in the Colony of
Hongkong and known as
1. Section A of Kowloon Inland
Lot No. 447 together with Nos. 950,
952, 954, 956 and 958 Canton Road,
Mongkoktsui formerly Nos. 354, 356,
360 and 362 Canton Road, Mongkok-
tsui to be sold by

PUBLIC AUCTION

In One Lot
on TUESDAY,
the 8th September, 1925, at 3 p.m.
by
Messrs. LAMMERT BROS.,
Duddell Street,
Hongkong.

For further particulars apply
to:—

Messrs. JOHNSON STOKES
and MASTER,
Mortgagees' Solicitors.

By Order of the Mortgagees.

PARTICULARS AND
CONDITIONS OF SALE
of the

VALUABLE LEASEHOLD
PROPERTY

situate at Mongkoktsui, in the
Colony of Hongkong, and known as
KOWLOON INLAND LOT
No. 899 having a frontage of 49
feet 10 inches or thereabouts to
Canton Road, Mongkoktsui, to be
sold by

PUBLIC AUCTION

on
Wed, the 9th day of Sept. 1925
at 3 o'clock p.m.

at their Auction Rooms, Duddell
Street, Victoria, Hongkong by
Messrs.

LAMMERT BROTHERS,
Auctioneers.

The property consists of:—
All that piece or parcel of
ground situate at Mongkoktsui
in the Dependency of Kowloon
and Colony of Hongkong and
known and registered in the Land
Office as Kowloon Inland Lot
No. 899. The property is held for
the unexpired residue of the term
of 75 years from the 8th day of
August 1899 with a right of re-
newal for one further term of 75
years created by an Indenture of
Crown Lease dated the 13th day
of December 1923 and made be-
tween His Majesty King George V
of the one part and Kwong
Fai of the other part.

Annual Crown Rent \$38.00
Area, 2.364.00 Square Feet.
For further particulars apply to:

Messrs. Johnson Stokes
and Master,
Mortgagees' Solicitors.

or to
Messrs. Lammert Brothers
Auctioneers.

The above Property was pro-
visionally erroneously advertised as
consisting of (8) Three Houses
Nos. 900, 902, and 904 Canton
Road, Mongkoktsui. The prop-
erty consists of vacant land.

THE AUCTIONEERING & BROKERING Co., Ltd.

8b, Duddell Street.
FURNITURE AUCTIONS
every

TUESDAY & FRIDAY,
at 2.30 p.m.

PUBLIC AUCTION.

BY ORDER OF THE
MORTGAGEE.

The Auctioneering and Broker-
ing Company, Limited, have
received instructions to sell by
Public Auction,

on FRIDAY,
the 18th September, 1925, at
3 o'clock in the afternoon, at their
Salesrooms, No. 8B, Duddell Street,
Victoria, Hongkong.

The Very Valuable Leasehold
Properties

being All Those pieces or parcels
of ground situate at Victoria afore-
said and registered in the
Land Office respectively as THE
REMAINING PORTION OF
SECTION M of MARINE LOT
414 and SECTION R of MARINE
LOT 414 in two Lots.

LOT ONE consists of the said
piece or parcel of ground registered
in the Land Office as THE
REMAINING PORTION OF
SECTION M OF MARINE LOT
414 Together with the messuages
and buildings thereon known as
No. 1A and No. 1B, Eastern Street.
It contains an area of 1,832 sq. ft.
or thereabouts and is held under a
Crown Lease for the term of 999
years. The Crown rent payable
per annum is \$37.60.

LOT TWO consists of the said
piece or parcel of ground registered
in the Land Office as SECTION R
OF MARINE LOT 414 Together
with the messuages and buildings
thereon known as Nos. 133 and 134,
Connaught Road West. It contains
an area of 3,177 sq. ft. or there-
abouts and is held under the same
Crown Lease as Lot 1 for the term
of 999 years. The Crown rent
payable per annum is \$53.47.

For further particulars and con-
ditions of sale please apply to:—

Messrs. DEACONS,
1, Des Voeux Road Central,
Vendor's Solicitors,
or to

The Auctioneers.
Hongkong, August 29, 1925.

A. G. DA ROCHA AUCTION.

PUBLIC AUCTION.

BY ORDER OF THE
MORTGAGEE

Mr. A. G. DA ROCHA has re-
ceived instructions to sell
By Public Auction

on
MONDAY
the 7th day of September 1925
at 3 o'clock in the afternoon at
his Salesroom, D'Aguilar Street,
Victoria, Hongkong.

THE VERY VALUABLE
LEASEHOLD PROPERTY
situate at Wyndham Street Vic-
toria aforesaid and registered in
the Land Office as SUBS-
CTIONS 1 and 2 of SECTION H
of INLAND LOT 617

IN ONE LOT
The property comprises two
messuages known as Nos. 18 and
20 Wyndham Street and a piece
of ground which is used as a lane
and right of way. The messuages
are well built and are com-
paratively new and are lot as
shops and dwellinghouses.

The area of the property, in-
cluding the right of way is 3,133
square feet but the actual area
covered by the messuages is only
about 1,700 square feet.

For further particulars and
conditions of sale please apply to

MESSRS. DEACONS,
1 Des Voeux Road Central,
Mr. A. G. DA ROCHA
The Auctioneer.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on

Fri, the 11th, Sept. 1925
commencing at 5.15 p.m.
at their Sales Room, Duddell
Street

A Valuable Collection of
Postage Stamps
(Full Particulars from Catalogue)

On View from Thursday, the
10th September, 1925.

Terms—Cash on Delivery.
LAMMERT BROS.
Auctioneers.